

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 11.]

SATURDAY, MARCH 17, 1866.

[WHOLE No. 1,561, VOL. XXXIX.

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American Railroad Journal.

New York, Saturday, March 17, 1866.

American Enterprise in the West Indies.

The recent friendly visit of Mr. Seward to St. Domingo, and the assurance of confidence extended by him to the present liberal Government now established there, has turned the attention of some of our enterprising men to that island as a fitting place for the extension of a profitable intercourse. It appears from some documents which have been placed before us, that already a large tract of land has been secured in the North of the island, in the famous Royal valley watered by the navigable river Yaqui, comprising 300,000 acres, of which a glowing account is given the public. This tract is said to offer the following inducements for developments. The climate is salubrious, the soil fertile, and its natural productions rich and diversified. Sugar, cotton, corn and tobacco, coffee, and cocoa, are easily raised. The woods on the estate purchased are the most valuable known in commerce and the arts, such as pine, oak, and mahogany, logwood, fustic and satinwood, for all of which there is a constant demand, and of which there is an unlimited supply. In addition to these the mineral wealth of the locality offers large advantages to the enterprising. A well known gold field stretching from the borders of the river Yaqui, reaches to the crest of the

mountain chain of the Cibao for twenty-five miles. All the streams passing over it contain gold of the finest quality, 23 carats fine, and it is so abundant that the natives of the country with a common gourd can wash out each an ounce a day. It is a well known fact that immense supplies of the precious metals were formerly obtained here by the Spaniards, principally from the Cibao. The metal is found in loose flakes and small grains, and even nuggets of 32 lbs. weight have been known to be obtained. As compared with California, Colorado, or any other American gold or silver bearing state, St. Domingo offers large returns on very easy terms. The outlay necessary to obtain them is very small, and the saving in time and machinery is all in favor of enterprises directed to the island.

But in a purely commercial light there is much to be considered. Cotton grows spontaneously of a soft and fine texture. On any one acre 1,000 lbs. may be gathered, the sea island variety has been planted with perfect success.

Sugar is easily and cheaply cultivated, the cane growing 18 and 20 feet high, does not require replanting but reproduces itself. The product of each acre may be stated at from 3 to 4,000 lbs., and can be sold on the spot for from 1 to 2½ cents per lb., affording a large profit to the exporter. Coffee is also easily raised and produces from 2 to 3,000 lbs. per acre. Cocoa is abundant and of a fine quality. Tobacco is very extensively grown, the crop in 1857 under every disadvantage of the disturbances on the island bring about seven millions of pounds. Hides are abundant, as immense heads of cattle roam through the forests. The article brings 5 to 6 cents per lb. Beeswax also abounds, while cocoa nuts, oranges, lemons, plantains, bananas, pine apples and other tropical fruits exist in great plenty. Rice is also a staple of the country, and of an excellent quality.

In short, nature is bountiful in the highest degree, and in the valley alluded to, does not offer her bounties at the expense of health. The average temperature in the hottest season is 76° to 78° at mid day, and at night bed covering is necessary for comfort.

The opportunities for commercial traffic are constant and inviting. We are informed on good authority that flour brings \$16 to 18 in gold, salt

pork \$50 per bbl., mackerel \$20 in gold, codfish \$12 50, cotton prints 40 to 60 cents, specie, per yard, liquors in bottle average 1 to \$2 each, lard sells for 40 cents per lb., cheese 25 cents, pilot bread 7 cents.

In fact the whole of our American products and all kinds of American manufacture are saleable in considerable quantities on the island, with a certainty of increased demand as the country resumes its quite and repose.

Here then at our very doors lie a country with which we may drive a profitable business, extract gold on the largest scale, obtain copper of the best quality, the most precious of woods and the most valuable kinds of food. A few day's sail places enterprise within reach of easy gratification and distance opposes the smallest obstacles to success.

It is well known that this JOURNAL devotes much of its attention to commercial subjects, and advocates a policy on the part of the Government to extend our trade and navigation, wherever it is practicable to do so. There is much talk just now of our obtaining the island of St. Thomas from the Danish Government as a naval station for our squadrons in the West Indies. Here is a spot already selected by an American interest which would cost the Government nothing but the outlay for wharves and storehouses on a navigable river of convenient access. Not that any such idea prevails for a moment among those interested in the country, but it is very evident that an American settlement at the mouth of the Yaqui would answer all the purpose of the station at St. Thomas, and cost little or nothing to the Government.

At any rate, we are disposed to encourage every effort to extend our commerce in this direction, and we hope we shall hear more of the present enterprise which we have casually had occasion to notice.

Albert County Branch Railroad.

We learn from the St. John News, that a company for the construction of this road has been temporarily organized. Hon. W. H. Steeves is President; Thos. McHenry, Secretary; Hon. E. B. Chandler, Treasurer; and Hon. A. E. Botsford, James Steadman, Geo. Calhoun, and E. R. Burpee, Esqs., Directors. Three parties are now engaged

in surveying the route, and it is expected they will be through by the 20th of March. Operations on the road will, it is thought, be commenced about the first of April.

Illinois Central Railroad.

The receipts from operations of this road for the years ending December 31, 1864 and 1865 have been as follows:

	1864.	1865.
Freight	\$3,706,632 72	\$4,040,587 03
Passengers	2,360,398 55	2,722,262 32
Extra baggage	4,037 75	4,198 13
Mails	75,346 26	74,892 52
Express	49,757 58	134,857 81
Rent of road	59,559 78	57,747 70
Rent of property		14,491 39
Rent of cars		2,511 36
Storage and dockage	127 06	12,376 88

Earnings over P. & O. Railroad	73,587 50	.....
Earnings over L. P. & B. R. R.		117,783 23
	\$6,329,447 20	\$7,181,208 37

Less operating expenses:

Salaries	\$95,913 18	\$117,385 79
General expenses	126,044 59	156,256 75
Legal expenses	12,761 84	17,662 00
Claims and damages	35,627 09	105,435 89
Station expenses	487,809 92	578,030 44
Train service	320,783 90	340,859 65
Wood and preparing	78,946 85	45,091 00
Coal and preparing	287,000 72	300,230 23
Oil and waste	64,301 98	103,148 91
Other supplies	45,171 83	51,639 78
Repairs of engines	430,712 55	591,672 70
Repairs of cars	372,583 62	518,245 59
Repairs of tools, etc.	46,244 90	58,083 55
Cleaning engines and cars	47,849 35	54,230 83
Equipment expenses	30,802 45	39,519 77
Repairs of road	794,569 79	1,216,952 86
Repairs of bridges	88,877 59	79,240 36
Repairs of fencing	55,538 04	84,401 56
Operating St. Charles Air Line	2,337 47	8,009 91
Exchange		508 77
Rent of cars	664 12	.....
Insurance	20,238 66	31,497 63
Loss and damage by fire	23,858 97	10,387 61
Profit and loss		1,302 85

	\$3,460,739 39	\$4,509,794 43
Leaving net earnings	\$2,868,707 81	\$2,671,413 94
Deduct charter tax	405,514 04	496,489 84
	\$2,463,193 77	\$2,174,924 10

Add am't applicable to interest fund, as per land office report	730,970 73	432,905 18
Add am't applicable to free land fund	290,619 67	288,910 22
Add balance of profit and loss account, N. Y. office profits from sundry sources	62,603 80	57,862 45

Net amount as shown in General Balance Sheet	\$3,547,387 97	\$2,954,601 95
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Compared with the year 1864, the gross income from traffic in 1865, shows an increase of \$851,761 17; with an increase in operating expenses of \$1,049,055 04—making a decrease in net earnings of \$197,293 87. Deducting the charter tax, the loss is \$288,269 67. The balance to credit of Interest Fund Account, being amount applicable to interest and dividends, is \$592,786 02 less than

the previous year. The President in his report says:

This railway, communicating between the northern and southern States, lost at the opening of the war its southern business, which had been growing up for many years. During the war, our large armies were supplied to a great extent over this line, furnishing a substitute for the traffic lost. Upon the return of peace, army business was mostly discontinued, and as considerable time must elapse before the former relations between the two sections could be restored, solicitude was felt for the traffic in the interval. It may be also added, that the close of the war found the season too far advanced to admit of planting, thus leaving what the war had spared of the capital and industry of the South, to a great extent unemployed. It will be perceived that these circumstances placed this railway largely upon its local resources for traffic during the past season. Notwithstanding Illinois sent to the field over 200,000 men, we find that the population and area of cultivation have steadily increased during the war, more especially on the line of this road. The gross earnings of the line, for 1865, were \$7,181,208 37, against \$6,329,447 20 in 1864, being an increase of \$851,761 17. The Mobile and Ohio Railway, an extension of our line from the Ohio River to the Gulf of Mexico, is hardly yet re-opened; other southern lines tributary to ours have not been placed in working order. When these and other old channels of trade shall have been re-opened, and the business relations of the North and South restored, we confidently expect to increase our traffic. As the season for planting approaches, we are beginning to realize strong confirmation of this. For sixty days past all the rolling stock we could spare has been used in the transportation of supplies for the South, showing that the cotton, sugar and tobacco plantations are now being reconstructed. It is demonstrable that during the war the local business of the road has been growing, and when the full volume of restored southern trade shall have been added, I can hardly perceive how we can fail to realize an increase in the aggregate.

Since our last annual report, we have earned \$7,181,208 37; received from collections in the land department, \$1,933,915 40; expended on permanent structures and increase of equipment, \$854,434 22; and for operation, \$4,509,794 43. We have paid to the State our annual tax of seven per cent. on the gross earnings for the year ending Oct. 31st, 1865, amounting to \$496,489 84; have paid interest on the funded debt, \$810,050, and two dividends of five per cent. each on the capital stock, amounting to \$2,236,584 21, in addition to a stock distribution of ten dollars per share, and have reduced our funded debt by the redemption and cancellation of bonds, \$900,500. We commenced the new year with a balance of net cash assets on hand of \$1,703,525 25, being \$550,000 in excess of the dividend of five per cent. declared for the 1st of February, 1866, and since paid, and with a stock of supplies on hand valued at \$876,478 63. The amount of bonds canceled and in the hands of the Trustees, in anticipation of collections by the land department, was, on the 31st of December, \$2,341,500. During the past year your equipment was increased by the addition of 22 new locomotives (two more being nearly completed at our own workshops,) 5 mail and baggage cars, 62 platform cars, 1 derrick car, with shop machinery and tools, to the amount of \$532,540 72; and your construction account was increased, for new iron bridges, new station buildings, engine houses, workshops, and other permanent improvements, \$321,893 50. Wherever the condition of the property or the interests of the company required it, repairs have been made to station buildings, workshops, bridges, etc. The track has received extensive repairs, and is now in better condition than for some years. The machinery and rolling stock of the road, consisting of 148 engines, 112 passenger cars, and 3,337 freight cars, have received thorough and expensive repairs. They are now in good condition,

and with the 22 engines added this year, are equal to a traffic of \$8,000,000 per annum.

The contracts for station service at the three terminal stations, Chicago, Cairo and Dunleith, have been abrogated, and the business is now managed by salaried agents.

This company has no arrangements with any express freight lines. The only contracts of this nature are with the American and Adams Express Companies, for the carrying of money and parcels. Our revenue from these two companies, from arrangements entered into on the 1st day of May last, will amount to \$180,000 per annum. These contracts are renewable yearly.

The following general statement is condensed from the reports hereto annexed:

Balance of net cash assets as shown in last Annual Report	\$2,298,706 77
Gross earnings in 1865	7,181,208 37
Net receipts of land department	1,933,915 40
Decrease in working supplies	197,198 92
Decrease in miscellaneous assets	128,897 79
Profit and loss, New York office	57,862 45
Receipts on shares for payments of past due calls, and difference in conversion of canceled bond scrip into shares	14,520 00
Amount of 6 per cent. redemption bonds, issued in exchange for 7 per cent. construction bonds	477,000 00
	\$12,289,309 70

Permanent expenditures—

Masonry, bridging, new station buildings, etc.	\$321,893 50
New engines, cars, machinery and tools	532,540 72

Operation expenditures—

Maintenance of road	\$1,296,193 22
Maintenance of mach'y	1,261,752 44
Train expenses	840,969 57
Station expenses	578,030 44
General expenses, salaries, claims and damages, etc.	532,848 76
	\$4,509,794 43

State tax of 7 per cent. on gross earnings, for the year ending October 31, 1865	496,489 84
Interest on funded debt	810,050 00
Sterling exchange on coupons payable in London	128,537 38
Dividends on shares	2,236,584 21
Payment of 8 per cent. bonds of '65	238,000 00
Payment of optional right bond	1000 00
Bonds, canceled by land department collections, \$1,054,000 & premium	1,212,100 00
Bonds redeemed and delivered to Trustees in advance of collections, in addition to those in their hands January 1, 1865, being excess of bonds paid off in 1865, over the am't canceled as above, \$84,500 00	14,294 37
Premium on same	98,794 37
Balance	1,703,525 25
	\$12,289,309 70

During the past year the rates of transportation did not keep pace with the increase in the cost of operating and maintaining the line, as compared with the preceding year. The appreciation in prices of labor and supplies did not reach its maximum until about the close of the war, and has not receded upon the return of peace, although an early reduction in expenses may now be expected. As compared with the previous year, our earnings have increased \$851,761 17, and operation expenditures \$1,049,055 04.

The iron originally placed in the track was of a very excellent quality, but the time had arrived when large renewals had to be made, and hence during the past year the expenditures on this account charged to operation were greatly in excess of previous years. There were 6,578 tons of iron used in repairs of track in 1865, costing, with

ties, chairs, other materials and labor, \$1,216,952 86, against 3,477 tons at a cost of \$794,569 77 in 1864, showing an increase in 1865 of 3,100 tons, at a cost of \$422,383 09 over 1864. There were also extraordinary expenditures in the machinery department, amounting to \$140,000, caused by inability, on account of pressure of business, to make the needful repairs in the preceding year. This excess for iron, repairs of machinery and other extraordinary expenditures, amount to \$575,000, after deducting the credit referred to by the General Superintendent. Deducting this amount from the operation expenditures and excluding therefrom the State tax, which in the above statement of account is treated as a separate item, the amount of operation expenditures in 1865 is \$3,934,794 43, or \$475,055 04 in excess of 1864, and the amount of net earnings \$3,246,413 94, or \$377,706 13 in excess of 1864. For further details of the operations of the transportation department, I refer you to the report of the General Superintendent, and accompanying statements.

The report of the Land Commissioner shows that sales were made to 2,364 purchasers, of 155,056.82 acres, at an average of \$12 07 per acre, for \$1,872,309 52, the average price per acre being \$1 11 more than in 1864. Our rule now is, to require the payment of one-fourth down on all sales made, and to sell only to actual settlers. The total obligations now held by the company, upon most of which partial payments have been made, leaving a balance of \$8,785,035 25, are good, and will be paid. There were 998,069.36 acres of land remaining unsold at the close of the year. During the past year the sales of land in the southern part of the State were much larger than in previous years, owing to the culture of cotton, tobacco and other southern products, which promises to enable us to dispose of large tracts of land hitherto comparatively unsalable. I believe this has been the most successful land enterprise ever organized in this country. While others have been regarded as monopolies and have met with strong public opposition, this, having been conducted on principles of uniform justice and good faith, has been free from local jealousies and discontent. No purchaser, being an actual settler upon the land, has lost his home through rigorous or harsh treatment on the part of the company. Where indulgence has been deserved, it has been extended to meet the necessities of the farmer. For further details of the operation of this department, I refer you to the report of the Land Commissioner, and accompanying statements.

During the past eight years the debt of the company has been materially reduced. In December, 1868, you had, in round numbers, \$19,500,000 of debt; now you have \$12,300,000. The share capital was then held by about 900 shareholders, and now by 1,450.

GENERAL BALANCE SHEET.

Permanent expenditures.....	\$8,529,843 97
Interest and dividend account.....	\$9,816,209 63
Less avails of int. fund.....	2,954,601 95
	\$6,861,607 68
Add amount deducted from capital stock and applied to interest fund in 1851, and which is now returned in order to have capital stock show the correct credit.....	300,000 00
	7,161,607 68
Net cash assets, N. Y. \$1,672,776 34	
Chicago.....	30,748 91
	1,703,525 25
Miscellaneous assets, New York...	28,637 32
Premium paid on bonds delivered Land Department in anticipation	367,967 15
Working stock of supplies.....	876,478 63
	\$40,668,060 00

Capital stock.....	\$23,374,400 00
Canceled bond scrip.....	37,160 00
Construction bonds due—	
April 1, 1875, 7 per ct. \$6,837,000	
April 1, 1875, 6 per ct. 2,896,500	
Eight per cent. bonds, due March 1, 1865....	3,000
Optional right bonds, due Feb. 20, 1868.....	32,000
Redemption bonds, due April 1, 1890.....	2,563,000
	12,331,500 00
Bonds delivered Land Department.....	\$7,266,500
Less in the hands of the Trustees.....	2,341,500
	4,925,000 00
	\$40,668,060 00

CAPITAL STOCK.

Balance as per last annual report..	\$20,808,110 00
Stock distribution of August, 1865.....	\$2,119,930
Transferred from interest fund, as explained in General Balance Sheet	300,000
Conversion of canceled bond scrip, say 1,465 shares@90.....	131,850
Payment of \$10 per share	14,520
	2,566,800 00
Total number of shares issued, 233,744@100 per share.....	\$23,374,400 00

NET CASH ASSETS.

Cash Assets, New York office.....	\$2,022,479 59
Less sundry coupons and dividends.	349,703 25
	\$1,672,776 34
Cash assets Chicago....	\$464,530 82
Less liabilities.....	433,781 91
	30,748 91
Total amount as shown in General Balance Sheet.....	\$1,703,525 25
INTEREST ACCOUNT.	
Construction bond coupons, April and October.....	\$643,875 00
Interest on optional right bonds....	2,275 00
" eight per cent. bonds....	10,360 00
" redemption bonds.....	153,540 00
Premium on Sterling Exchange, to pay coupons in London.....	128,537 38
Dividend of Feb., 1865. \$1,064,790 00	
Aug., 1865. 1,059,965 00	
U. S. tax on above....	111,829 21
	2,236,584 21
Stock distribution, August, 1865....	2,119,930 00
Add amount at debit of this account in last annual report.....	4,521,108 04
Total amount at debit, as shown in General Balance Sheet.....	\$9,816,209 63

PERMANENT EXPENDITURES.

Construction.....	\$319,282 08
New equipment.....	532,540 72
Engineering expenses in Illinois...	1,800 00
Dunleith Bridge (surveys).....	811 47
	\$854,434 22
Add balance at debit of this account in last annual report.....	29,675,409 75
Total amount as shown in the General Balance Sheet.....	\$30,529,843 97
From the report of the Superintendent we learn that the motive power and rolling stock have been well maintained, and will compare favorably with its condition at the time of any former report.	
The number of miles run by engines with passenger trains during the year was 1,010,961; with freight trains, 1,977,163; with construction trains,	

69,878; with wood trains, 3,027; with switching trains, 446,437—total, 3,507,466, an increase over the previous year of 120,616 miles. Average number of cars hauled, 12.82; pounds of waste used, 55,514; gallons of oil, 34,787; cords of wood, 9,860; tons of coal and wood used, 97,560. 70. Cost of repairs, \$627,486 28. Cost of repairs per mile run, 17.89 cents. Cost of wages, 5.65 cents. Cost of cleaning, 1.24 cents. Cost of fuel, 10.65 cents. Cost of oil, waste and tallow, 1.99 cents. The entire cost per mile run by locomotives, including oil and waste, fuel, wages of enginemen and firemen, and repairing and cleaning engines, has been, 37.44 cents, against 32.52 cents in 1864, and 22.28 cents in 1863; the total cost being \$1,313,337 26, \$1,125,298 68, and \$670,802 43 respectively.

The expenditures on account of machinery department have been large, principally caused by the high price of labor and materials, and the extraordinary amount of services required in former years by the Government, leaving the burden of the repairs to be performed during the past year.

The number of locomotives belonging to the company is 148, being an increase of 22 over the number of the previous year, of these 139 are coal burners. The number built in the company's shops during the year was 5, and 2 more are under way and will be completed early in the season.

The company have 69 passenger cars, 34 baggage, mail and express cars, 1 officer's car, 1 pay car, and 7 sleeping cars; 3,337 freight cars; 4 derrick, 3 wrecking, and 3 tank cars, and 14 snow plows. There have been added to the rolling stock during the year, 5 mail and baggage cars; 62 freight, and 1 derrick car; 50 flat cars have received coal car bodies. The repairs have been extensive, 13 passenger, 4 mail and baggage, and 157 freight cars have been rebuilt; 2,619 cars of all classes have received thorough repairs, and 745 were re-painted. The cost of repairing passenger cars was 3.28 cents, and freight cars, 1.22 cents per mile run.

In addition to the motive power and rolling stock that have been charged to permanent expenditures during the year, there has been a large amount of shop machinery and tools supplied to the various shops.

The amounts charged on account of road department for the year have been \$1,493,575 23 to operation, and \$321,893 50 to permanent expenditures. The items used in operation account were for repairs of track and bridges, amounting to \$1,833 37 for each mile of road, and to 37.9 cents for each mile run by locomotives, being an increase over 1864 of \$595 12 per mile of road, and 11.9 cents per mile run. There were used in the repairs of road during the year, 308,198 cross ties, 343,285 lbs. spike, 45,844 chairs, 52,521 fish plates and bolts, 19,822 bars of re-rolled iron, 10,987 bars of new iron, 17,001 bars of repaired iron, and 10,828 bars of old iron. The average cost of repairing iron was \$1.02 per bar. The bridges and station buildings have received thorough and in many cases extensive repairs. There have been 2 miles of ballasting completed since the last report, in Cairo freight yard, and 3,400 feet on the east track south of Weldon shops, and the cost of stripping on Section 12, preparatory to getting out gravel, and about 140 miles of board and post fence.

pletely protected. The burthen is then shifted upon the latter company of proving that such goods came to its possession in a damaged condition, by way of defense. This proof the latter company can always make, much more easily and readily than the converse can be proved by the owner. This is in perfect harmony with a well settled rule of law, as an exception to the general rule. The general rule undoubtedly is that the burthen of proof is always upon the party who asserts the existence of any fact which infers legal responsibility. But the exception is equally well established, that in every case the *onus probandi* lies on the party who is interested to support his case by a particular fact which lies more particularly within his knowledge, or of which he must be supposed to be cognizant. If the subject matter of a negative averment lies peculiarly within the knowledge of the other party, the averment is taken as true unless disproved by the other party. (1 Greenl. Ev. § 79. 1 Stark. Ev. 362-365. Wills on Circumstantial Ev. 183, 184.) This applies in all civil cases. A familiar instance is, the action to recover the penalty for the violation of the excise law. And it applies also in criminal cases in weighing the evidence, after slight evidence has been given, sufficient to raise the presumption that the allegation is true, in the absence of any evidence to the contrary. In this case, and all cases of like nature, I think it is enough for the owner to show that he delivered the property to the connecting road in good condition, and that the burthen is then cast upon the company delivering the goods injured in proving that they were not injured in their possession, or that they came to their possession thus injured. This evidence in almost every case is all that the owner can possibly give, inasmuch as he is not supposed to accompany his property in the transit. The defendant was unquestionably a common carrier in reference to this property, and subject to all the liabilities of such carrier to the plaintiff, though it may have received it from the Western Railroad Company alone, and upon its undertaking to transport the property to Rochester. The statute (2 R. S. 693, § 67 5th ed.) expressly makes any railroad company receiving freight for transportation, subject to the same liabilities as common carriers. The liability attaches upon the receipt of the property for the purpose of being transported, and is to the owner of the freight. But this liability is for its own acts, or for injuries which such freight receives while it is in custody for such purpose, and not for the acts of the other companies which may have previously injured such freight.

The plaintiff's counsel seems to insist that under § 67 of the statute above referred to, the defendant would be liable to the plaintiff, even though the goods were injured while in possession of the Western Railroad Company, and came to the possession of the defendant in the same injured condition in which it was delivered by the defendant at Rochester. But I do not think the statute was intended to create any such liability against any company except the one which first received and undertook to transport the freight. The language is "whenever two or more railroads are connected together, any company owning either of said roads so connected shall be liable as common carriers for the delivery of such freight

at such place." It is obvious I think that this was intended to apply only to the company originally receiving and undertaking to convey and deliver the freight. In this respect the statute is only declaratory of the common law obligation of the carrier making the contract. He undertakes for all the carriers intermediate the points of shipment and delivery. (Bartis vs. The Buffalo and State Line R. R. Co. 24 N. Y. Rep. 269.) But an intermediate carrier, who was not a party to the original undertaking, would, I apprehend be liable only as an ordinary carrier, for loss or damage arising while the goods are in his possession as such carrier. This gives the owner his election, in case of loss or damage, to bring his action either against the carrier with whom the original undertaking was entered into, or against the particular carrier in whose hands the loss or injury has occurred. There can be no doubt, I suppose that the latter is clearly liable for his own default, without any aid from the statute.

Courts may take judicial notice of whatever ought to be generally known, within the limits of their jurisdiction. (1 Greenl. Ev. § 6.) This would I think, include notice of the great lines of public travel and transportation of property, and their connection with each other, and the general course of trade and transportation through the country. In a case like this the court would infer, without further proof than was given a delivery of the property by the Western Railroad Company, to the defendant to be transported by the latter as carrier to Rochester. I am clearly of the opinion therefore, that enough was proved by the plaintiff to put the defendant upon its defense, and to authorize a recovery by the plaintiff as no counter evidence was given. If these views are correct, it follows that the nonsuit should be set aside and a new trial granted, with costs to abide the event.

A recent survey of the route of the proposed railroad between Manchester and Keene, N. H., shows that it is quite direct. The entire length to be built is 46 miles, and the estimated cost \$1,500,000.

Nashua and Lowell Railroad.

The receipts and expenses of this road for the years ending March 31, 1864 and 1865, have been as follows:

Receipts:	1864.	1865.
From freight	\$126,482 78	\$150,189 88
" passengers	107,041 58	142,789 85
" expresses	2,860 20	3,740 02
" mails	2,890 02	2,831 06
" interest	2,148 23	1,498 72
	\$241,422 81	\$300,994 08
Disbursements:		
Repairs of road	\$26,163 09	\$41,212 55
" engines	9,610 81	16,768 04
" cars	15,277 55	20,641 38
" bridges, build- ings, etc.	6,296 08	15,284 58
Fuel	24,794 01	34,570 76
Oil and waste	3,265 55	5,018 82
Rents	32,022 41	30,321 31
Conductors, etc.	24,792 95	31,602 69
Merchandise and depot expenses	19,472 49	26,002 78
Miscellaneous	18,343 86	28,343 77
Dividends 8 per cent.	48,000 00	48,000 00
Contingent fund	13,884 01	8,227 35
	\$241,422 81	\$300,994 08

The following is a comparative statement of the receipts, expenses and net earnings of the road for the years ending March 31:

	Receipts.	Expenses.	Net.
1860	\$235,950 16	\$164,506 46	\$71,443 70
1861	246,905 80	180,666 87	66,238 93
1862	185,657 37	142,548 17	43,109 20
1863	201,435 27	146,188 35	55,246 92
1864	241,422 81	180,088 71	61,384 01
1865	300,994 08	249,766 68	51,227 35
The financial condition of the company, April 1, 1864 and 1865, is as follows:			
	1864.	1865.	
Construction	\$486,593 84	\$486,593 84	
Equipment	92,870 00	92,870 00	
Fixtures and stock in shop	20,536 16	20,536 16	
Real estate	17,698 54	113,028 54	
Materials charged to other roads	39,652 43	56,766 44	
Notes receivable	35,000 00	4,000 00	
Cash on deposit	68,340 72	40,801 24	
Sundry accounts	400 54	400 54	
	\$761,092 23	\$814,991 76	
Capital stock	\$600,000 00	\$600,000 00	
Unclaimed dividends ..	1,269 00	1,451 00	
Wilton railroad	7,000 00	7,000 00	
Stony Brook road	8,850 00	8,850 00	
Dividends declared	24,000 00	24,000 00	
Notes payable		50,440 28	
Contingent fund	119,973 23	128,244 48	
	\$761,092 23	\$814,991 76	

President.—F. B. CROWNINSHIELD.

Directors.—F. B. Crowninshield, Daniel S. Richardson, Edward Spalding, Onslow Stearns and Henry Sigourney.

Superintendent.—JOHN B. WINSLOW.

Treasurer.—EDWARD SPALDING.

The Reno, Oil Creek and Pithole Railroad Company, and the Kersey Railroad Company have been consolidated. The latter company is the owner of the railroad track from Rouseville to Humboldt, upon Cherry Run, and this consolidation removes all the difficulties which have hitherto hindered the progress of the former upon that portion of the route, and ensures a more speedy completion of the line to Pithole than could otherwise have been accomplished. Regular trains are run between Reno and Rouseville; making close connection at Reno with eastward bound trains of the Atlantic and Great Western Railway, and at Rouseville with a regular line of hacks to Plumer, Pithole, and the oil regions above. The road will be completed to Plumer and Pithole in a few days.

A meeting was held at Carmi, Ills., on the 24th ult., to consider the subject of the completion of the Illinois Southern Railroad. Resolutions in favor of White County issuing bonds for the sum of \$100,000 in aid of the road were passed.

A bill has passed the Wisconsin Legislature to authorize the towns on the line of the Prairie du Chien and La Crosse Railroad, to aid in its construction. Also to authorize Milwaukee and Prairie du Chien Railway to hold property in other States.

The track of the new railroad line between Fall River and Braintree (formerly the Dighton and Somerset road) is nearly completed. The line crosses the track of the New Bedford and Taunton railway a short distance northerly of the Weir station.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acton.....Ca.	200,000	5	1	10c	Jefferson.....L. S.	20,000	—	—	—	Copake.....N. Y.	50,000	50	—	—	Atina (G.).....Col.	50,000	10	—	—
Acton Vale.....Ca.	50,000	5	—	5c	Keweenaw....."	20,000	—	—	—	East River....."	6,000	50	—	—	Acadia (G.).....N. S.	100,000	3	—	—
Adventure.....L. S.	20,000	—	—	—	Kickapoo....."	20,000	—	—	—	George's Ck C. & I.Md.	10,000	100	—	—	Albion (G.)....."	100,000	3	—	—
Albany and Boston....."	20,000	—	—	—	King Phillip....."	20,000	—	—	—	Harwood....."	20,000	5	—	—	Alpine (G.).....Col.	150,000	10	—	—
Algoma....."	20,000	—	—	—	Knowlton....."	20,000	—	—	—	Kahtadin.....Me.	3,000	100	—	—	Alps (G.)....."	100,000	5	—	—
Alliance.....Ca.	200,000	2 1/2	—	25c	Lafayette.....Ca.	200,000	1	—	—	Lake Superior.....L. S.	20,000	25	—	—	American....."	200,000	2	—	—
Allouez.....L. S.	20,000	—	—	—	Lake....."	200,000	1	—	—	Massachusetts....."	25,000	1	—	—	Am. & Mex. (S.) N. M.	—	—	—	—
American.....Ca.	200,000	2 1/2	—	—	Lawrence.....L. S.	20,000	—	—	—	Mount Pleasant.....Pa.	10,000	50	—	—	Am. Pioneer.....A. T.	—	—	—	—
Amygdaloid.....L. S.	50,000	10	—	—	Lennoxville.....Ca.	100,000	5	—	—	Teal Lake.....L. S.	20,000	10	—	—	Arizona (Silver)....."	—	—	—	—
Arnapolis.....Md.	50,000	10	—	—	Logan....."	200,000	2	—	—	Tyson....."	20,000	—	—	—	Atlantic (G.).....N. S.	100,000	2	—	—
Arzoo.....Ariz. T.	10,000	100	—	—	Lyster....."	200,000	2	—	—	LEAD AND ZINC:					At. & Pac. (G. & S.) Nev.	50,000	10	—	—
Ascot.....Ca.	20,000	20	—	—	Madison.....L. S.	20,000	—	—	—	Amenia.....N. Y.	100,000	5	—	—	Bay State (G.).....Col.	200,000	5	—	—
Astor.....L. S.	20,000	—	—	—	Malden....."	20,000	—	—	—	Bucks County.....Pa.	50,000	5	—	—	Beacon (G.).....N. S.	200,000	2	—	—
Atlas....."	20,000	—	—	—	Mandan....."	20,000	—	—	—	Canada....."	50,000	—	—	—	Benton (G.).....Col.	100,000	5	—	—
Aztec....."	20,000	—	—	—	Manhattan....."	20,000	—	—	—	Clute....."	—	—	—	—	Black Hawk (G.)....."	50,000	100	—	—
Balt. and N. C.....N. C.	2,000	5	—	—	Marquette....."	20,000	—	—	—	Crystal Lake....."	—	—	—	—	Boston (G.)....."	10,000	60	—	—
Bare Hill....."	20,000	—	—	—	Maryland.....Md.	20,000	5	—	—	Erie....."	—	—	—	—	Briggs (G.)....."	10,000	100	—	—
Bay State.....L. S.	20,000	—	—	—	Mass....."	20,000	—	—	—	Gay's River....."	100,000	2	—	—	Bullion (G.)....."	200,000	25	—	—
Beaver....."	20,000	—	—	—	Massachusetts....."	20,000	—	—	—	Hampton....."	100,000	5	—	—	Burroughs (G.)....."	100,000	10	—	—
Bedford.....Ca.	125,000	5	—	—	Mendota....."	20,000	—	—	—	Keystone.....Pa.	—	—	—	—	Canadian (G.).....Ca.	200,000	2	—	—
Black River....."	200,000	2 1/2	—	—	Merrimack....."	20,000	—	—	—	Lancaster....."	—	—	—	—	Central (G.).....Col.	50,000	20	—	—
Bohemian.....L. S.	20,000	—	—	—	Meteor....."	20,000	—	—	—	Macomb.....N. Y.	100,000	5	—	—	Chaudiere (G.).....Ca.	100,000	5	—	—
Bolton.....Ca.	20,000	5	—	—	Mesnard....."	20,000	—	—	—	Mineral Point....."	80,000	5	—	—	Chebueto.....N. S.	100,000	5	—	—
Boston.....L. S.	20,000	—	—	—	Michigan....."	20,000	—	—	—	Mount Hope.....N. Y.	200,000	1	—	—	Colonial (G.).....Ca.	100,000	2 1/2	—	—
B. and Corinth.....Vt.	20,000	10	—	—	Middlesex....."	20,000	—	—	—	National....."	12,000	100	—	—	Colorado (G.).....Col.	50,000	10	—	—
Brooklyn.....L. S.	20,000	—	—	—	Minnesota.....L. S.	20,000	—	—	—	New Jersey.....N. J.	100,000	5	—	—	Consol. Gregg (G.) Col.	50,000	100	—	—
Brome.....Ca.	100,000	5	—	—	Missisquoi.....Ca.	150,000	2	—	—	N. Y. & Boston.....N. Y.	100,000	5	—	—	Copalsine (G.)....."	200,000	20	—	—
Cabot.....L. S.	20,000	—	—	—	Montezuma.....N. Mex.	300,000	5	—	—	Oswegatchie.....Ca.	100,000	5	—	—	Corisannie (G.)....."	100,000	10	—	—
Caledonia....."	20,000	—	—	—	Morrison.....L. S.	20,000	—	—	—	Piacentia Bay.....N. F.	20,000	25	—	—	Corydon (G.)....."	100,000	25	—	—
Cambridge....."	20,000	—	—	—	Nashua....."	20,000	—	—	—	Ramsay.....Ca.	20,000	25	—	—	Day & Bushnell (G.) C.	300,000	10	—	—
Canada.....Vt.	100,000	4	90c	—	National....."	20,000	—	—	—	Rossie....."	100,000	5	—	—	Denver (G.)....."	50,000	20	12 1/2	—
Carp Lake.....L. S.	20,000	—	—	—	Native....."	20,000	—	—	—	Shawangunk.....N. Y.	100,000	5	—	—	Dorset (G.)....."	170,000	5	—	—
Cascade....."	20,000	—	—	—	Naumkeag....."	20,000	—	—	—	Sussex.....N. J.	100,000	5	—	—	El Dorado (G.).....Nev.	100,000	5	—	—
Central....."	20,000	—	—	—	Nelson.....Ca.	200,000	1	—	—	Union....."	100,000	5	—	—	Empire (S.)....."	—	—	—	—
Champlain.....Ca.	200,000	1 1/2	—	—	Nequaket.....L. S.	20,000	—	—	—	Walkill.....N. Y.	—	—	—	—	Empress (S.)....."	—	—	—	—
Chatham....."	200,000	2	—	—	Nevada (Silver)....."	20,000	—	—	—	American.....Pa.	37,500	25	—	—	Eureka (G.).....Cal.	30,000	10	—	—
Chaudiere....."	100,000	1	—	—	New England....."	20,000	—	—	—	Ashburton....."	50,000	50	—	—	Excelsior (G.).....Col.	30,000	10	—	—
Chester....."	20,000	—	—	—	Newton.....Ca.	200,000	1	—	—	Atlantic & G. O.....Md.	—	—	—	—	Frankfort (G.)....."	100,000	2	—	—
Cheticamp....."	20,000	—	—	—	New York.....L. S.	20,000	—	—	—	Baltimore....."	—	—	—	—	Garrison's (G.).....Col.	100,000	5	—	—
Chippewa.....L. S.	100,000	5	—	—	N. Y. & Passaic.....N. J.	100,000	5	—	—	Bear Valley....."	40,000	12 1/2	—	—	Gilbert River (G.).....Ca.	100,000	5	—	—
Cleveland.....Ca.	20,000	—	—	—	North Cliff.....L. S.	20,000	—	—	—	Beaver Meadow.....Pa.	100,000	50	—	—	Gilpin (G.).....Col.	100,000	5	—	—
Cliff.....L.	20,000	—	—	—	North Silver Lake....."	20,000	—	—	—	Belmont....."	10,000	50	—	—	Gold....."	100,000	5	—	—
Clifton....."	20,000	—	—	—	North State....."	20,000	—	—	—	Big Mountain.....Pa.	—	—	—	—	Gold Field....."	50,000	10	—	—
Collin....."	20,000	—	—	—	North Sutton.....Ca.	100,000	5	—	—	Blackhall.....N. S.	8,000	25	—	—	Gold Hill....."	50,000	10	—	—
Columbian....."	20,000	—	—	—	North Western.....L. S.	20,000	—	—	—	Boston & Picton....."	100,000	5	—	—	Gold River....."	100,000	3	—	—
Consolidated....."	20,000	—	—	—	Norwich....."	20,000	—	—	—	Bridgeport.....Pa.	30,000	10	—	—	Gould & Curry (G.) N.	—	—	—	—
Copper Falls....."	20,000	—	—	—	Ogima....."	20,000	—	—	—	Broad Mountain....."	30,000	10	—	—	Gunnell (G.).....Col.	300,000	10	—	—
Copper Harbor....."	200,000	1	—	—	Ontonagon....."	20,000	—	—	—	Butler....."	—	—	—	—	Hallifax (G.).....N. S.	200,000	2	—	—
Copper Hill....."	50,000	10	—	—	Ottawa.....Ca.	200,000	1	—	—	Cape Briton.....N. S.	200,000	2 1/2	—	—	Holman (G.).....Col.	150,000	2	—	—
Copperas Hill....."	100,000	2	—	—	Pacific.....L. S.	20,000	—	—	—	Carbondale.....Pa.	—	—	—	—	Hope (G.)....."	80,000	25	10	—
Cornwall.....Vt.	20,000	—	—	—	Pennsylvania....."	20,000	—	—	—	Central....."	—	—	—	—	Isaac's Harbor (G.) N. S.	100,000	5	—	—
Dacotah.....L. S.	20,000	—	—	—	Petherick....."	20,000	25	2 1/2	14 1/2	Clinton....."	—	—	—	—	Isabella (G.).....Col.	—	—	—	—
Dana....."	20,000	—	—	—	Phila. & Boston....."	20,000	—	—	—	Coal Brook....."	4,000	50	—	—	Kennebec (G.).....Ca.	100,000	5	—	—
Deep River.....N. O.	20,000	5	—	—	Phoenix....."	20,000	—	—	—	Continental....."	10,000	50	—	—	Kent (G.).....N. S.	200,000	1	—	—
Delaware.....L. S.	20,000	—	—	—	Pittsburg & Boston....."	20,000	—	—	—	Cumberland (pref.) Md.	50,000	100	—	—	Lake (G.).....Col.	—	—	—	—
Derby....."	20,000	—	—	—	Prince of Wales.....Ca.	200,000	—	—	—	Daniel Webster.....Pa.	5,000	100	—	—	Lake Major.....N. S.	12,000	50	—	—
Devon....."	20,000	—	—	—	Providence.....L. S.	20,000	—	—	—	East Mahanoy.....Pa.	—	—	—	—	Libertad (G. & S.) Mex.	—	—	—	—
Dorchester....."	20,000	—	—	—	Quincy....."	20,000	—	—	—	Everhart....."	20,000	25	—	—	Manhattan (G.).....Col.	100,000	10	—	—
Douglas....."	20,000	—	—	—	Reid Hill.....Ca.	200,000	1	—	—	Franklin.....Pa.	5,000	100	—	—	Mariposa (G.).....Cal.	100,000	100	—	—
Dover.....Ca.	200,000	—	—	—	Relliance.....L. S.	20,000	—	—	—	Fulton....."	50,000	5	—	—	Massachusetts (G.) Ca.	500,000	5	—	—
Dudley.....L. S.	20,000	—	—	—	Richford.....L. S.	20,000	—	—	—	Gilbertson....."	5,000	100	—	—	Mex. Pac. (G. & S.) Mex.	100,000	100	—	—

PASSENGER RAILROAD SHARE LIST.
N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Completed: equal- val't in single tr'k.	Length. In progress or projected	Equip- ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.						Bonded Debt.	Floating Debt.	Gross.	Nett.			
			Horses.	2 horse.	1-horse.										
	m.	p.	No	No	N		\$	\$	\$	\$	\$	p. c.			
MASSACHUSETTS.															
30 Nov. '64	3.38					Boston and Chelsea.	110,000	110,000			8,800	7,409	04		41
30 Nov. '64	4.62		179	28		Broadway, Boston.	256,287	250,000		26,482	129,615	15,895	8		41
30 Nov. '64	27.43					Cambridge	734,671	737,800	150,000	94	(Union Co.)	6	9		96
30 Nov. '64		7.5				Dedham and West Roxbury		41,000							
30 Nov. '64	1.41					Dorchester and Roxbury	18,742	12,000		6,860	(Metro	poll'n)	6		46
30 Nov. '64	2.80					Lowell (Horse)	43,894	40,129		3,590	11,062	766			21
30 Nov. '64	11.75		206	6		Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8		46
30 Nov. '64	3.41					Malden and Melrose	60,246	200,000	73,100	66,222	20,807				21
30 Nov. '64	2.97					Medford and Charlestown	35,000	23,000	11,000		(Middl	essex)	6	50	21
30 Nov. '64	31.85		841	140		Metropolitan (Boston)	1,420,141	1,176,075		218,487	580,043	49,981	6		46
30 Nov. '64	6.84		263	41		Middlesex (Boston)	488,945	400,000	31,000	104,617	170,238		3		46
30 Nov. '64	5.69		75	9		Quincy	125,243	71,600	55,533	81,533	28,510	1,389			41
30 Nov. '64	6.75		66	15		Salem & South Darters.	173,980	150,000		25,800	37,017				21
30 Nov. '64	2.68					Somerville	50,000	50,000		(Middl	essex)	5			21
30 Nov. '64	2.50		10	2		Stoneham street (Boston)	35,300	32,900			7,464				41
30 Nov. '64		6.74				Suburban	95,500	5,000			(Middl	essex)			41
30 Nov. '64	6.00		70			Suffolk (Boston)	(Sold to	Metro.	Aug. 1	'64.	34,198	1,261			80
30 Nov. '64			411	63		Union (Transportation)	241,441	160,000	20,000	144,316	278,428		c		41
30 Nov. '64	1.54					West Cambridge	13,800	13,800			(Lea	sed)	c		41
30 Nov. '64	2.25					Winnisimmet	62,154	60,000		939	21,589				41
30 Nov. '64	11.60		59	8		Worcester	66,637	75,800		53,668	25,453				41
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville.	100,000	100,000					2		
31 Dec. '62	8.5		11	3		Hartford and Wethersfield	300,000	300,000							
NEW YORK.															
30 Sep. '64	10.76		32	28		Broadway (Brooklyn)	237,189	200,000	27,500	5,782	67,594	13,386	6	100	110
30 Sep. '64	14.33		78			Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	120,000	75,000	95,551	18,965	100	6	50
30 Sep. '64	7.00	2.80	10	2		Brooklyn, Bath & Coney Is'd	120,388	99,850	76,000	44,000	15,581	2,942		100	6
30 Sep. '64	24.00		48	22		Brooklyn Central & Jamaica	887,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	58.18	1.90	147	29		Brooklyn City	1,330,717	1,000,000	170,000	16,000	694,333	77,142	8		130
30 Sep. '64	11.75	4.00	28			Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162			130
30 Sep. '64	0.09	9.41				Brooklyn City & Ridgewood	161,137	140,500	20,000		4,637				130
30 Sep. '64	18.00					Brooklyn City & Rockaway		12,000		700					130
30 Sep. '64	25.00					Brooklyn, E. N. Y. & R'k'wy	90,000	50,000	25,000	15,000					130
30 Sep. '64						Buffalo Street									130
30 Sep. '64	23.00					Canarsie, B'klyn & Wind'd.	33,500	15,000	18,500						130
30 Sep. '64						Central City (Syracuse)									130
30 Sep. '64	19.00	3.00	99	12		Central P'k N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000		327,713	30,493	100		130
30 Sep. '64	17.25		32			Coney Island and Brooklyn	603,889	500,000	113,000		100,438	9,148			130
30 Sep. '64	6.00					East & North River (N. Y.)	650	650					12	100	
30 Sep. '64	18.50	1.00	101			Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208	12		130
30 Sep. '64	12.00	1.00	50			42d st. & Grand st. Ferry.	951,570	660,000	261,600	33,282	178,056	22,293			130
30 Sep. '64						Fourteenth Street (N. Y.)							8		130
30 Sep. '64	4.52					Grand St. & Newtown (W'g									130
30 Sep. '64	10.00		17			Harlem Br. Morris & Ford'm	158,749	72,000	88,000		34,690	897			130
30 Sep. '64						Main & Ohio St. (Buffalo)									130
30 Sep. '64						Ningara Street (Buffalo)									130
30 Sep. '64	11.00	7.00	34			Ninth Avenue (N. Y.)	451,154	795,300	67,000		90,108	loss.		100	
30 Sep. '64						N. Riv. & Wall st. Ferry (N. Y.)									130
30 Sep. '64		11.00				Port Morris & Westchester	1,200	1,200							130
30 Sep. '64	7.50	3.40	20			Rochester City & Brighton	237,889	134,000	91,000	10,000	47,730				130
30 Sep. '64	16.00					Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	100	6	50
30 Sep. '64	8.37		40	25		Third Avenue (N. Y.)	1,222,621	750,000			424,306	14,753	5	100	130
30 Sep. '64						Tenth Av & 32d st. (N. Y.)									130
30 Sep. '64	17.50		137	3		Third Avenue (N. Y.)	1,958,334	1,170,000	1,180,000	35,000	844,701	171,587	12	100	240
30 Sep. '64						Troy and Cohoes	50,000				leased.				130
30 Sep. '64	6.50	9.00	18			Utica City.	193,945	124,500	65,500	7,000	18,295	loss.			130
30 Sep. '64	1.50		3			V. Brunt st. & Erie Baa. (Buff)	62,000	50,000	12,000		10,856	2,380			130
30 Sep. '64		12.00				Williamsburg & Coney Is'd	15,000	15,000							130
NEW JERSEY.															
Dec. '62	5.32		7			Hoboken and Hudson City	32,000	30,000		2,000					
Dec. '62	10.47	2.50	8			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	5.05					Jersey City & Bergen Point									
31 Dec. '63	17.90		150	22		Orange and Newark	411,000	211,000	200,300		71,950	19,153		50	
31 Dec. '62	5.80		8			West Hoboken & Hoboken.	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '61	7.89		142	24		1 Chestnut & Walnut (Phila)	225,421	100,000	135,000		128,761	50,439	40	10	50
31 Oct. '64	8.13		135	17		7 Citizens' (Pittsburg)	185,913	100,000	57,900	19,967	100,381	20,036	8		
31 Oct. '64	4.12		12	2		Delaware County	30,729	23,780	6,500	333	6,876	1,473			
31 Oct. '64	4.38		119	20		4 Fairmount & Arch st. (Phil.)	194,618	200,000		27,895	77,533	5,901	7		
31 Oct. '61	16.74		257	40		Frankford & Southw'k (Ph.)	756,231	490,530	200,000	18,500	251,997	81,029	8	50	4
30 Nov. '64	24.23		235	39		Germantown	377,824	112,245	250,000		176,640	41,534			50
31 Oct. '64	8.40		120	25		6 Girard College (Phila.)	81,612	160,000			102,861	24,708	12		2
31 Oct. '64	8.73		236	53		8 Green & Coates st. (Phila.)	232,984	150,000	98,000		166,776	51,494	20		3
31 Oct. '64	11.00		16	2		2 Hestonv. Mantua & Fairm't	200,000	90,000	40,000		59,473	3,923			3
31 Oct. '64			108	16		2 Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320			1
31 Oct. '64	11.17					North Philadelphia									
31 Oct. '64	12.07		60	12		2 Oakland (Pittsburg & E. L.)	29,500	29,500			37,905	1,491			
31 Oct. '64	10.50		60	10		3 Philadelphia and Darby	86,447	100,000	17,000		32,449	6,297	2		
31 Oct. '64	7.04	0.52	80	18		6 Pittsb., Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096			
31 Oct. '64	4.51		71	12		6 Pittsburg and Birmingham	65,355	45,000	22,600	5,308	58,006	15,954	4		1
31 Oct. '64	6.16		129	22		6 Race and Vine (Fairmont)	305,000	180,000	125,000		95,336	1,418			
31 Oct. '64	5.20					Richmond & Schuylkill (Ph.)	130,000	100,000	30,000						
31 Oct. '64	7.78		58	10		6 Ridge Avenue & Manyunk.	179,635	120,000	65,108		39,334	6,113			1
31 Oct. '64	19.46		423	65		6 Second & Third st. (Phila.)	478,202	203,757	172,000		355,774	98,983	27	20	7
31 Oct. '64	8.62		78	16		6 17th & 19th st. (Phila.)	114,368	120,000			41,269	9,418	6		1
31 Oct. '64	5.38		115	17		6 Spruce & Pine (Phil. & G'ra' F.)	175,810	169,312	15,500		79,870	21,297	6		3
31 Oct. '64	7.65	1.51	201	35		6 10th & 11th st. (Citizens)	178,049	192,750			162,367	51,179	20	20	5
31 Oct. '64	6.25		125	17		6 13th & 16th st. (Phila.)	102,000	100,000		2,000	116,912	24,831	25		2
31 Oct. '64	9.31		316	53		6 West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7		6
MARYLAND.															
31 Dec. '62	21.00		340	50		Baltimore City	700,000	670,000		31,549	239,059	21,058			1
OHIO.															
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000							
31 Dec. '62	5.09					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.51					Passenger (Cinc.)	89,837	50,000							
31 Dec. '62	3.62					Pendleton & S. st. Mart (Cin.)	70,000	50,000							

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Price.
		Rate.	Payable.		
Way (Brooklyn):			Months	Year.	p. c.
al Estate Mortgage	27,500	7	J. & J.	Var.	---
Way & 7th Avenue:					
Mortgage	200,000	7	J. & D.	1884	---
lynn, Bath & Coney Is'd	76,000	7	J. & J.	1883	---
lynn Centr. & Jamaica:	304,250	7	J. & D.	1870	---
Mortgage	170,000	7	J. & J.	1872	---
lynn City:	200,000	7	J. & J.	1872	---
lynn City & Newtown:	20,000	7	J. & J.	1884	---
lynn City & Ridgewood:	150,000	6	J. & J.	1881	59
Mortgage	650,000	7	J. & J.	1874	---
al Park, East & North River:	57,900	7	J. & J.	1870	---
Mortgage	25,000	6	J. & J.	1871	---
ndale:	113,000	7	J. & J.	1873	---
ly Island and Brooklyn:					
Mortgage	6,500	7			---
chester:	5,000	6			---
al Estate Mortgage					
y-second street:					
Mortgage	127,150	7	J. & J.	1873	---
al Estate	134,500	7	J. & J.		---
ford and Southwark:	200,000	7	J. & J.	1869	107
Mortgage	250,000	7	J. & J.	1869	---
antown:	98,000	7	J. & J.	1870	95
n and Coates St.:	88,000	7	J. & J.		---
Mortgage	40,000	7	J. & J.	1869	---
em Br., Morris'a & Ford'm	60,000	7	M. & S.	1872	---
Mortgage	50,000	6	M. & S.	71-72	88
onville, Mantua & Fair- mount:	73,100	6		1880	91
Mortgage	11,000	6			---
oken and Weehawken:	31,000				---
Mortgage	51,762				---
and Boston:	4,000				---
Mortgage [road]	67,000	7			---
en and Melrose:	100,000	7	J. & J.	1869	---
Mortgage guaranteed	100,000	7	J. & J.	1881	---
ford and Charlestown:	100,000	7	J. & J.	1880	---
Mort. [Winter St. Br.]	100,000	7	J. & J.	1883	---
lessex:	135,000	6	J. & J.	1879	91
Mortgage	17,000	7	J. & J.	1870	---
lden & Melrose bonds	16,500	7	J. & J.	1869	---
al Estate	35,000	7	J. & J.	1871	---
h Avenue:	22,600	7	J. & J.	1870	---
h Philadelphia:	87,000	7	J. & J.	1871	---
Mortgage	50,000	M. & S.		1868	---
ge and Newark:	30,000	7	J. & J.	1870	---
Mortgage Broad street	91,000	7	J. & J.		---
" O. and Newark	91,000	7	J. & J.		---
Mortgage	15,000	7	J. & J.		---
delphia City:	550,000	7	J. & D.	1867	---
Mortgage	125,000	7	J. & J.	1868	99
Mortgage	50,800	7	J. & J.	1869	102
Mortgage	15,000	7	J. & J.	1875	---
delphia and Darby:	1,000,000	7	J. & J.	1870	---
Mortgage	190,000				---
delphia and Gray's Ferry:	20,000	6	J. & D.	1869	---
Mortgage	65,500	7			---
burg, Allegheny and Manchester:	60,000	7	M. & N.	1873	---
Mortgage	100,000	7	J. & J.	1869	---
burg & Birmingham:					
Mortgage					
burg & East Liberty:					
Mortgage					
cy:					
in bonds					
mond and Schuylkill:					
Mortgage					
ester City & Brighton					
Mortgage					
nd Avenue:					
nd and Third Street:					

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Mar. 1, 1886.	Interest.			Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			Market Price.
		Rate.	Periods.	WHEN DUE.				Rate.	Periods.	WHEN DUE.	
UNITED STATES LOANS.											
Loan of Jan. 25, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	122	Massachusetts-Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76	107 1/2
Loan of March 31, 1848.....registered	8,908,342	6	" " "	1868	117	" " " " " " " " " " " "	600,000	5	" " "	77-78	96 1/2
Texas Indemnity, of Sep. 9, 1850.....coupon	618,000	6	" " "	1868	117 1/2	" " " " " " " " " " " "	500,000	5	May & Nov.	1893	94
Loan of June 14, 1853.....registered	20,000,000	5	" " "	1874	95 1/2	" " " " " " " " " " " "	1,000,000	5	" " "	1883	98 1/2
Loan of June 22, 1860.....registered	7,022,000	5	" " "	1874	95 1/2	" " " " " " " " " " " "	168,000	5	" " "	1880	92
Oregon War Debt of March, 1861.....coupon	1,016,000	6	" " "	1871	97 1/2	Michigan-Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	92
Loan of Feb. 8, 1861.....registered	18,415,000	6	" " "	1871	98	" " " " " " " " " " " "	100,000	6	" " "	1879	92
Loan of July 17, & Aug. 5, 1861.....registered	264,278,100	6	" " "	1871	98	" " " " " " " " " " " "	597,000	7	" " "	1886	100
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	6	" " "	1881	103	" " " " " " " " " " " "	2,000,000	6	" " "	68-88	100
Loan of March 3, 1865 (5-20s).....coupon	61,233,000	6	Yearly.	1881	102	Minnesota-State bonds.....coupon	250,000	8	Jan. & July.	1867	102
Bonds, Central Pacific R. R. Co.....coupon	2,362,000	6	Jan. & July.	1881	104 1/2	" " " " " " " " " " " "	100,000	7	" " "	1871	102
Bonds, Union Pacific R. R. Co. (E. D.).....coupon	1,682,000	6	" " "	1881	104 1/2	" " " " " " " " " " " "	100,000	7	" " "	1883	102
Loan of March 3, 1864 (10-40s).....registered	172,769,100	5	" " "	1881	104 1/2	Mississippi-State bonds (Banks).....coupon	2,000,000	6	" " "	41-71	102
Loan of March 3, 1864 (5-20s).....coupon	100,000,000	6	" " "	1882	103 1/2	Missouri-Bank Stock Loan of 1857.....coupon	63,000	5 1/2	Jan. & July.	1863	78 1/2
Treasury Notes of July 17, 1861.....coupon	167,350	7 1/2	April & Oct.	1864	100	" " " " " " " " " " " "	199,000	6	" " "	1863	78 1/2
June 20, '64 & Mar. 3, '65 1st series	318,044,000	7 1/2	Feb. & Aug.	1867	99 1/2	" " " " " " " " " " " "	100,000	6	April & Oct.	1863	78 1/2
March 3, 1865.....2d series	518,044,000	7 1/2	June & Dec.	1868	99 1/2	" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	78 1/2
March 3, 1865.....3d series	62,264,000	7 1/2	Jan. & July.	1868	99 1/2	" " " " " " " " " " " "	200,000	6	" " "	1883	78 1/2
Debt Certificates.....coupon	8,538,900	5	At maturity.	1867	99 1/2	" " " " " " " " " " " "	7,000,000	6	" " "	72-88	73 1/2
One & Two Year Treasury Notes (legal tender)	174,012,141	5	" " "	1867	99 1/2	" " " " " " " " " " " "	4,500,000	6	" " "	87-89	75
Three Year's Compound Interest notes of '64	423,435,573	5	" " "	1867	99 1/2	" " " " " " " " " " " "	3,000,000	6	" " "	72-87	75
United States Notes (greenbacks).....coupon	27,623,784	5	At maturity.	1867	99 1/2	" " " " " " " " " " " "	4,350,000	6	" " "	73-89	75
Fractional currency.....coupon	27,623,784	5	" " "	1867	99 1/2	" " " " " " " " " " " "	3,501,000	6	" " "	87-89	75
STATE LOANS.											
Alabama-State bonds.....coupon	3,423,000	5	Jan. & July.	1877	116	" " " " " " " " " " " "	650,000	6	" " "	1889	75
Arkansas-State bonds (R. R. Bk).....coupon	899,000	6	" " "	1868	116	" " " " " " " " " " " "	700,000	5	" " "	64-66	93
" " " " " " " " " " " " " " " " " "	610,000	6	" " "	1868	116	" " " " " " " " " " " "	95,000	6	Jan. & July.	Var.	93
" " " " " " " " " " " " " " " " " "	38,000	5	" " "	1868	116	" " " " " " " " " " " "	581,820	6	" " "	65-71	93
California-Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	116	" " " " " " " " " " " "	200,000	6	" " "	1871	93
" " " " " " " " " " " " " " " " " "	198,500	7	" " "	1880	116	" " " " " " " " " " " "	561,500	5	Jan. & July.	pleas.	93
Connecticut-War Fund bonds.....coupon	610,000	7	" " "	1872	116	" " " " " " " " " " " "	348,107	5	" " "	pleas.	93
Florida-State bonds.....coupon	148,000	6	Jan. & July.	71-82	92	" " " " " " " " " " " "	900,000	5	" " "	1875	93
Georgia-State bonds.....coupon	72,000	6	" " "	1882	92	" " " " " " " " " " " "	442,961	5	May & Nov.	1868	100
" " " " " " " " " " " " " " " " " "	2,073,750	6	" " "	63-80	90	" " " " " " " " " " " "	1,189,781	6	Jan. & July.	pleas.	100
" " " " " " " " " " " " " " " " " "	525,000	7	" " "	62-72	90	" " " " " " " " " " " "	1,800,000	6	" " "	68-78	100
Illinois-New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	98	" " " " " " " " " " " "	700,000	7	" " "	1870	100
" " " " " " " " " " " " " " " " " "	1,322,085	6	" " "	1877	98	" " " " " " " " " " " "	28,698	5	" " "	d'm'd.	100
" " " " " " " " " " " " " " " " " "	737,222	6	" " "	1880	96	" " " " " " " " " " " "	11,050	5 1/2	" " "	d'm'd.	100
" " " " " " " " " " " " " " " " " "	2,187,000	6	" " "	63-80	96	" " " " " " " " " " " "	14,230	6	" " "	d'm'd.	100
" " " " " " " " " " " " " " " " " "	2,000,000	6	" " "	1879	96 1/2	" " " " " " " " " " " "	421,000	6	Jan. & July.	65-67	100
" " " " " " " " " " " " " " " " " "	1,778,423	6	" " "	1870	97	" " " " " " " " " " " "	287,700	4 1/2	J. A., J. & O.	1864	100
" " " " " " " " " " " " " " " " " "	1,969,397	6	" " "	1870	97	" " " " " " " " " " " "	68,000	5	Feb. & Aug.	1876	100
Indiana-State stock.....registered	5,325,500	6	Jan. & July.	1886	80	" " " " " " " " " " " "	28,000	5 1/2	J. A., J. & O.	1865	100
" " " " " " " " " " " " " " " " " "	2,058,173	2 1/2	" " "	1886	80	" " " " " " " " " " " "	320,000	5	Jan. & July.	1865	100
" " " " " " " " " " " " " " " " " "	391,000	6	" " "	1886	80	" " " " " " " " " " " "	100,000	5	" " "	1867	100
" " " " " " " " " " " " " " " " " "	1,371,780	6	" " "	1886	80	" " " " " " " " " " " "	6,922,274	5	" " "	63-74	100
" " " " " " " " " " " " " " " " " "	4,079,500	6	" " "	1886	80	" " " " " " " " " " " "	15,889,025	6	" " "	64-76	100
" " " " " " " " " " " " " " " " " "	1,216,737	5	" " "	1886	80	" " " " " " " " " " " "	1,200,000	7	" " "	1864	100
" " " " " " " " " " " " " " " " " "	1,245,000	5	" " "	1886	80	" " " " " " " " " " " "	9,129,505	6	Various.	Var.	82 1/2
" " " " " " " " " " " " " " " " " "	479,545	6	" " "	1886	80	" " " " " " " " " " " "	1,258,279	6	Jan. & July.	1860	82 1/2
Iowa-State stocks.....coupon	200,000	7	Jan. & July.	1882	92	" " " " " " " " " " " "	1,015,000	5	" " "	1865	82 1/2
" " " " " " " " " " " " " " " " " "	800,000	7	" " "	1882	92	" " " " " " " " " " " "	379,866	5	" " "	1868	82 1/2
" " " " " " " " " " " " " " " " " "	122,295	10	" " "	1882	92	" " " " " " " " " " " "	2,183,532	6	" " "	1870	82 1/2
Kansas-State bonds (sinking fund).....coupon	146,000	7	Jan. & July.	1876	92	" " " " " " " " " " " "	1,800,000	6	" " "	1875	82 1/2
" " " " " " " " " " " " " " " " " "	54,000	7	" " "	1876	92	" " " " " " " " " " " "	4,095,309	6	" " "	1881	82 1/2
" " " " " " " " " " " " " " " " " "	66,000	7	" " "	1876	92	" " " " " " " " " " " "	2,400,000	6	" " "	1886	82 1/2
Kentucky-State bonds.....coupon	4,800,000	5	Jan. & July.	1882	92	" " " " " " " " " " " "	125,680	6	" " "	1883	82 1/2
" " " " " " " " " " " " " " " " " "	600,000	5	" " "	1882	92	" " " " " " " " " " " "	1,500	6	" " "	1886	82 1/2
" " " " " " " " " " " " " " " " " "	67,500	5	" " "	1882	92	" " " " " " " " " " " "	279,313	6	" " "	1868	82 1/2
" " " " " " " " " " " " " " " " " "	2,000,000	5	" " "	1882	92	" " " " " " " " " " " "	2,920,403	6	Yearly.	1868	82 1/2
Louisiana-State bonds (R. R. etc.).....coupon	516,130	6	Jan. & July.	1882	92	" " " " " " " " " " " "	55,372	6	" " "	1868	82 1/2
" " " " " " " " " " " " " " " " " "	3,902,000	6	" " "	1882	92	" " " " " " " " " " " "	131,200	4 1/2	April & Oct.	due.	82 1/2
" " " " " " " " " " " " " " " " " "	5,398,533	6	" " "	1882	92	" " " " " " " " " " " "	10,780,095	5	Jan. & July.	due.	82 1/2
" " " " " " " " " " " " " " " " " "	670,000	6	" " "	1882	92	" " " " " " " " " " " "	3,886,070	5	Feb. & Aug.	due.	82 1/2
Maine-State bonds.....coupon	1,000,000	6	Jan. & July.	1882	92	" " " " " " " " " " " "	3,690,614	5	Mar. & Sept.	due.	82 1/2
" " " " " " " " " " " " " " " " " "	816,000	5	" " "	1882	92	" " " " " " " " " " " "	8,241,868	5	June & Dec.	due.	82 1/2
Maryland-State bonds (sinking fund).....coupon	200,375	5	" " "	1882	92	" " " " " " " " " " " "	210,263	6	Feb. & Aug.	due.	82 1/2
" " " " " " " " " " " " " " " " " "	5,585,555	5	" " "	1882	92	" " " " " " " " " " " "	200,000	4 1/2	Jan. & July.	1882	82 1/2
" " " " " " " " " " " " " " " " " "	2,490,560	5	" " "	1882	92	" " " " " " " " " " " "	1,177,890	5	" " "	1864	82 1/2
" " " " " " " " " " " " " " " " " "	500,000	4 1/2	" " "	1882	92	" " " " " " " " " " " "	675,029	5	Feb. & Aug.	1864	82 1/2
" " " " " " " " " " " " " " " " " "	100,000	3	" " "	1882	92	" " " " " " " " " " " "	1,045,629	5	June & Dec.	1864	82 1/2
" " " " " " " " " " " " " " " " " "	767,680	5	" " "	1882	92	" " " " " " " " " " " "	1,558,678	5	Jan. & July.	1865	82 1/2
" " " " " " " " " " " " " " " " " "	399,408	5	" " "	1882	92	" " " " " " " " " " " "	2,277,755	5	" " "	1868	82 1/2
" " " " " " " " " " " " " " " " " "	148,711	5	" " "	1882	92	" " " " " " " " " " " "	1,768,214	5	" " "	1870	82 1/2
" " " " " " " " " " " " " " " " " "	133,689	5	" " "	1882	92	" " " " " " " " " " " "	4,860,000	5	Feb. & Aug.	1877	82 1/2
" " " " " " " " " " " " " " " " " "	3,000,000	6	" " "	1882	92	" " " " " " " " " " " "	428,000	5	" " "	1878	82 1/2
" " " " " " " " " " " " " " " " " "	35,000	6	" " "	1882	92	" " " " " " " " " " " "	400,000	5	April & Oct.	1879	82 1/2
" " " " " " " " " " " " " " " " " "	603,333	6	" " "	1882	92	" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	82 1/2
Massachusetts-State bonds (Western R.R.).....stg.	3,995,555	6	April & Oct.	1882	92	" " " " " " " " " " " "</					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1881.....	207,298	229,041	226,733	197,267	214,679	214,521	332,098	406,076	446,044	396,947	381,810	357,556	3,709,970
1882.....	354,755	383,147	449,815	406,680	480,422	521,174	595,523	738,827	677,625	719,911	751,270	599,762	6,938,511
1883.....	504,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1881.....	81,531	75,621	78,361	65,353	75,250	68,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1882.....	78,169	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1883.....	109,850	101,355	104,872	122,084	132,301	146,542	149,137	167,948	170,044	170,910	156,869	158,294	1,673,706
1884.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,551	320,879	307,803	252,015	2,770,484
1885.....	280,503	275,283	299,063	268,480	322,278	356,270	335,985	409,251	401,280	367,956	307,919	236,824	3,840,092
1886.....	210,171	207,913	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1881.....	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,060
1882.....	120,776	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	136,595	1,423,459
1883.....	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,800	210,729	216,030	196,455	201,134	1,969,267
1884.....	158,735	176,482	243,160	185,013	198,679	243,178	239,980	307,374	375,860	324,865	336,617	321,037	3,096,470
1885.....	305,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,092
1886.....	227,555	174,164	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1881.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1882.....	273,876	317,839	390,355	421,363	466,830	555,145	480,710	519,306	609,805	729,759	716,378	663,490	6,114,568
1883.....	541,005	482,164	499,296	468,359	586,623	747,942	702,691	767,508	946,707	921,859	749,191	646,609	7,958,960
1884.....	623,566	406,634	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1881.....	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	26,461	211,07
1882.....	24,344	24,344	22,773	19,467	22,411	22,518	21,401	31,593	31,757	36,578	37,440	37,440	328,856
1883.....	38,829	38,804	38,485	40,641	37,588	38,068	30,208	50,198	61,486	61,787	61,398	60,895	628,394
1884.....	67,393	66,566	67,822	61,312	59,182	53,518	53,518	58,458	57,037	57,876	54,543	78,111	806,495
1885.....	77,878	77,242	82,450	75,514	76,674	91,997	91,076	97,145	106,389	118,610	116,293	91,564	1,102,821
1886.....	90,415	76,338	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1881.....	404,507	391,932	458,590	547,174	508,510	430,083	372,705	419,010	515,948	719,354	734,108	714,211	6,214,188
1882.....	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	766,421	885,136	902,906	963,859	8,400,334
1883.....	846,695	839,949	956,445	948,069	848,783	770,148	731,243	687,092	816,801	965,294	1,024,640	1,035,321	10,469,451
1884.....	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,976	994,317	1,105,384	1,301,005	1,222,568	1,224,909	1,234,217	13,420,643
1885.....	886,039	1,240,628	1,472,120	1,339,279	1,225,528	1,152,908	1,364,126	1,345,456	1,406,387	1,451,217	1,503,993	1,503,993	15,296,916
1886.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1881.....	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	230,892	284,020	243,249	224,401	2,899,612
1882.....	190,130	236,637	181,084	191,648	206,246	260,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1883.....	299,944	271,085	276,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	5,371,028
1884.....	327,900	416,588	459,762	426,797	406,372	510,100	423,578	640,179	799,286	681,391	667,141	603,499	6,329,447
1885.....	671,536	528,972	616,695	514,608	490,573	617,082	578,403	747,469	739,736	641,569	643,587	618,088	7,151,208
1886.....	539,823	512,628	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1881.....	33,904	26,252	25,891	38,579	32,668	29,284	37,271	56,687	46,462	81,329	55,257	48,544	512,218
1882.....	85,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	88,059	76,764	68,863	710,225
1883.....	77,010	74,409	89,901	72,389	83,993	78,697	91,909	90,972	93,078	93,546	96,908	95,453	1,038,166
1884.....	98,112	86,626	93,508	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	104,587	1,222,017
1885.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1881.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,158,407
1882.....	85,903	62,907	47,010	61,759	130,218	144,916	108,721	76,163	109,661	164,369	122,272	61,835	1,153,734
1883.....	67,130	76,132	44,926	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,259
1884.....	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1885.....	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,556	228,020	310,695	229,840	110,664	1,956,712
1886.....	121,776	84,897	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1881.....	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,295	189,077	2,189,077
1882.....	163,162	153,728	157,500	193,120	200,826	181,983	180,916	226,819	276,109	325,818	305,284	278,539	2,647,833
1883.....	248,784	230,508	257,227	268,613	294,935	241,236	189,145	238,012	308,106	375,567	332,280	348,048	3,302,541
1884.....	256,600	304,445	338,454	330,651	297,126	315,258	278,891	358,862	402,219	407,107	448,964	411,806	4,120,153
1885.....	363,996	366,361	413,322	366,245	353,194	402,122	309,083	424,206	484,173	521,636	498,421	356,912	4,869,671
1886.....	314,598	293,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1880.....	110,712	107,740	160,311	165,741	158,510	123,085	128,393	193,540	261,423	300,474	196,182	129,022	2,026,142
1881.....	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	202,184	129,022	2,124,214
1882.....	230,159	169,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,684	2,650,702
1883.....	242,078	245,858	236,432	238,453	206,221	193,328	215,449	308,168	375,458	339,794	300,186	258,684	3,168,066
1884.....	256,435	278,848	348,802	338,276	271,553	266,780	283,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1885.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,569	4,504,540
1886.....	282,438	265,796	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1881.....	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1882.....	98,181	86,528	95,906	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,091
1883.....	131,707	122,621	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1880.....	380,549	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,305,702
1881.....	561,078	585,141	661,078	551,700	495,943	444,494	492,382	585,985	811,463	780,736	637,792	520,396	7,154,622
1882.....	489,065	420,798	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	962,960	875,985	7,996,785
1883.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,693,244
1884.....	920,272	790,167	867,590	911,397	889,126	841,165	818,512	840,550	1,079,551	1,041,522	1,045,401	1,167,518	11,069,853
1885.....	921,881	938,587	1,059,024	1,004,435	1,029,736	1,056,793	1,273,117	1,450,076	1,227,113	1,187,506	1,116,529	1,116,529	13,857,709
1886.....	967,969	618,381	955,659	1,346,734	1,265								

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Convert. (guar. by Dir.)	160,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	98
Albany and Susquehanna:							Income bonds	53,500	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	79
Atlantic and Gt. Western (N.Y.):							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	103
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	80
2d Mortgage	593,500	7	"	"	1882	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
Atlantic and Gt. Western (Pa.):							Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81	Green Bay Extension Bonds	300,000	7	"	"	1885	79
2d Mortgage	956,000	7	"	"	1882	77	Flagg Trust Bonds	245,000	8	Jan. & July.	"		
Eastern Coal Fields Branch	400,000	7	"	"	1882		Cincinnati, Hamilton and Dayton:						
Atlantic and Great Western (O.):							1st Mortgage	370,000	7	Jan. & July.	New York.	1867	110
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97	2d Mortgage	1,250,000	7	May & Nov.	"	1880	116
2d Mortgage		7	Jan. & July.	"	1883	98	Cincinnati and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	107
City of Portland Loan (Coups.)	1,000,000	6	Various	N. Y., P. & Bos.	1868-70		2d Mortgage	244,200	7	March & Sept.	"	1876	110
Baltimore and Ohio:							3d Mortgage	658,200	8	"	"	1876	
Maryland Sterling Bds of 1883.	8,000,000	5	Ja. Ap. Ju. Oc.	London.	1888		Clev. Fairview and Ashabula:						
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	97	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
"	676,000	6	Jan. & July.	"	1880	97	Dividend Mortgage	1,010,000	7	"	"	1880	
"	1,985,000	6	Jan. & July.	"	1875	96	Cleveland and Pittsburg:						
"	960,984	6	Ja. Ap. Ju. Oc.	"	1867	95	2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	95	3d Mort. (M. L.) or 2d Extension	1,728,500	7	"	"	1875	87
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	"	1892	78
Income	100,000	8	April & Oct.	Boston.	1870		River Line bonds	4,000	7	"	"	1887	
Bellevue and Indiana:							Dividend bonds	24,811					
1st Mortgage convertible	308,000	7	Jan. & July.	New York.	1866	101	Income bonds	3,500					
1st Mortgage extended	422,000	7	"	"	1870-99		Clev. Columbus and Cin.:						
2d Mortgage	116,000	7	"	"	1870		1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	1864-90	
Income bonds	87,000				1870		Cleveland and Toledo:						
Real Estate bonds	47,550				1866		Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Belvidere Delaware:							Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	Tol. Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	"	1863	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96	C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	"	1885	94
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865		Columbus and Xenia:						
1st Mortgage	300,000	7	"	New York.	1865		Dividend	26,860		June & Dec.	New York.	1866	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Mortgage	248,000					
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Connecticut River:						
Sinking Fund	200,000	6	"	Boston.	1889	100	Mortgage	250,000	6	March & Sept.	Boston.	1878	
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95	1st Mortgage	638,500	6	June & Dec.	Boston.	1876	90
Buffalo, New York and Erie:							Cumberland Valley:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	2d Mortgage	109,500	8	"	"	1904	
Buffalo and State Line:							Dayton and Michigan:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
Income in '99, '12	200,000	7	Jan. & July.	"	var.		2d Mortgage	2,655,000	8	"	"	1881	105
Special Erie and North-East	149,000	7	"	"	1861-70		3d Mortgage	642,000					
Burlington and Missouri:							Toledo depot bonds	162,500					
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893		Dayton and Western:						
Cairo and Fulton (Mo.):							1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
State (Mo.) Loan	650,000	6			73-79		2d Mortgage	250,000	7	June & Dec.	"	1884	40
Camden and Amboy:							Delaware:						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880		1st Mortgage guar. by P. W. &						
Converted Sterling Loan	800	5	"	"	1863		Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
American Loan	63,000	6	"	New York.	1864		Guaranteed	100,000	6	"	"	1875	108
Loan for \$500,000	229,700	6	"	"	1867	96	State Loan	170,000	6	"	"	1876	
" \$300,000	422,880	6	"	"	1870	89	Delaware, Lackawanna and W'n						
" \$75,000	675,000	6	"	"	1875	85	1st Mortgage (Laok. & Western)	900,000	8	April & Oct.	New York.	1871	100
" \$1,700,000	1,700,000	6	"	"	1883	82	1st Mortgage (L. Extension)	1,499,000	7	"	"	1875	102
" \$2,500,000	867,000	6	"	"	1889	81	2d Mortgage	2,516,500	7	March & Sept.	"	1881	102
Consolid. Mort. Loan \$5,000,000	4,269,400	6	"	"	1889	92	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872		Income	348,000	7	Jan. & July.	"	1884	80
Catawba:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
Cayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1863	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	1865-70	100	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1875	105	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Central Ohio:							Construction bonds, 2d Div'n	660,000					
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79	Eastern (Mass.):						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
1st Mortgage (S. F.)	960,000	7	"	"	1885	85	1st M. (State) \$75,000 a y'r after '84	500,000	5	Ja. Ap. Ju. Oc.	"	1865-71	
4th Mortgage (S. F.)	1,265,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	1877-80		State, 1st Mortgage	970,000					
Charleston and Savannah:							Endorsed by State of Tennessee	150,000					
1st Mortgage (endorsed)	510,000	6					Mortgage (ordinary)	790,688					
2d Mortgage	1,000,000	7					East Tennessee and Virginia:						
Cheshire:							State, 1st Lien	1,602,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88	Endorsed by State of Tennessee	200,000					
Chicago, Burlington and Quincy:							1st Mortgage (after State)	100,000					
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100	Redeemable in Stock	65,953					
" " " " " " " "	3,167,000	8	"	"	1883		Saton and Hamilton:						
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		1st Mortgage	757,784	†			var.	
2d Mortgage, inconvertible	941,000	4	July.	Frankfort O. M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1887		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
" " " " " " " "	6,000	8	March & Sept.	"	1876		Mortgage Bonds	1,090,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	93	Florida:						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	95	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1883	93	Free Land, 2d Mortgage	1,600,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. S. F., Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.							Michigan Central:						
Internal Improvement (State)	\$300,000	7			1891		1st Mortgage Sterling	\$167,489	6	Jan. & July.	London.	1872	
Free Land 2d Mortgage	200,000	8			1891		1st Mortgage S'g (convertible)	600,000	8	March & Sept.	"	1866	
Galena and Chicago Union:							1st Mortgage (convert.) Dollar	2,040,500	8	"	N. Y. & Boston	1869	111
1st Mortgage Coupon	1,963,900	7	Feb. & Aug.	New York.	1882	97	1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882	111
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	96	1st Mortgage (S. F.), convertible	4,580,500	8	"	"	1882	111
Elgin and State Line	189,000	7	Jan. & July.	"	1879		Mich. Southern and N. Indiana:						
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1880	
Great Western, Ill.:							Northern Indiana, 1st	6,000	7	Feb. & Aug.	"	1861	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106	Erie and Kalamazoo	38,000	7	March & Sept.	"	1862	
" Eastern	1,350,000	7	Feb. & Aug.	"	1865	102 1/2	Northern Indiana, Plain	7,000	7	Feb. & Aug.	"	1863	
Hannibal and St. Joseph:							Jackson Branch	77,000	7	"	"	1865	
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	73-87	75	Goshen Air Line	682,000	7	"	"	1868	92
Land Security	3,344,600	7	April & Oct.	"	1881	92	Detroit and Toledo	734,000	7	"	"	1876	98
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	"	1885	94
Harrisburg and Lancaster:							2d General Mortgage	2,194,500	7	"	"	1877	89 1/2
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	Milwaukee and St. Paul:						
Hartford and New Haven:							1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	80
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	2d Mortgage	1,500,000	7	April & Oct.	"	1894	
Houston:							Real Estate Depot	2,400,000	7	"	"	1874	
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877		Milwaukee and Prairie du Chien:						
Houston and Texas Central:							1st Mortgage (Coupon)	402,000	7	Jan. & July.	New York.	1891	98
State (1st Lien) Loan	210,000						Minnesota and Pacific:						
Mortgage	125,000	7			1886		Real Estate	1,200,000	7	Jan. & July.	"	1892	
Hudson River:							Mississippi Central:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	99 1/2	1st Mortgage	1,007,363	7				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	100	Mississippi Central and Tenn.:						
2d Mortgage	1,840,000	7	May & Nov.	"	1875	104	State (Tenn.) Loan	529,000	6				
Convertible	1,002,000	7	"	"	1887	95 1/2	Mississippi and Missouri:						
Illinois Central:							1st Mortgage (convertible)	1,000,000	7		New York.		
Optional Right bonds	32,000	7	Jan. & July.	New York.	1868		2d Mortgage (S. F.)	400,000	8		"		
Construction	8,837,000	7	April & Oct.	London.	1876		Oakalosa Division	685,556	7	Jan. & July.	"	1876	18 1/2
Construction	2,896,500	6	"	New York.	1876	108	1st Land Grant	3,612,000	7	"	"		48 1/2
Redemption bonds	2,563,000	6	"	"	1890		2d Land Grant	691,000		"	"		
Indiana Central:							Income bonds	613,300		"	"		
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi and Tennessee:						
2d Mortgage	364,000	10			1885	117	Tennessee State Loan	98,000	6			1885	
Income	20,500						Mississippi State Loan	202,799	6				
Indianapolis and Cincinnati:							1st Mortgage	171,000	7			1876	
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	108	Mobile and Ohio:						
2d Mortgage	400,000	7	"	"	1862	100	City (Mobile) Tax Loan	400,000	6				
Real Estate Mortgage	200,000	7			1868	98	Tennessee State Loan	674,800	6				
Ind. Pittsburg and Cleveland:							Alabama State Loan	389,410	6				
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Income	1,608,070	6	Jan. & July.	New York.	61-67	
2d Mortgage	347,000	7	"	"			Sterling	878,036	6			1885	
Indianapolis and Madison:							Mississippi State Loan	200,970	6				
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Montgomery and West Point:						
Jeffersonville:							Alabama State Loan	122,622					
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Mortgage (due 1860, '63 and '65).	350,000	6			var.	
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Mortgage	460,000	8			1866	
Joliet and Chicago:							Morris and Essex:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Joliet and N. Indiana:							Muscogee:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		1st Mortgage	249,000	7				
*Kennebec and Portland:							Nashville and Chattanooga:						
2d Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Mortgage (State endorsed)	1,500,000					
*Kentucky Centr. (Gov. and Lex.)							Chat. and Clev. Subss. (endors.)	231,000					
1st Mortgage	160,000	8					*New Albany and Salem:						
2d Mortgage	200,000	7					1st Mortgage	500,000	10				
2d Mortgage (convertible)	1,000,000	7					2d Mortgage	2,236,000	6				
Guaranteed by Covington	600,000	7					N. Hav., N. Lond. and Ston'gton:						
Cincinnati (exchanged)	100,000	6					Mortgage	450,000	7	March & Sept.	New Haven.	1861	
La Crosse, Viroqua & Mineral Pt.:							2d Mortgage	200,000	6	Jan. & July.	"	1863	93 1/2
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		Extension	116,000	6	May & Nov.	"	1873	
Lehigh Valley:							New Haven and Northampton:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	89 1/2	1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
La Crosse and Milwaukee:							1st Mortgage (H & Hamp.)	103,000	6				
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		New Jersey:						
Lackawanna and Bloomsburg:							Company's (various)	805,000	7	Semi-annually.	New York.	var.	100
Lexington and Frankfort.	2,024,578	7	Jan. & July.	Philadelphia.	1831		New London Northern:						
Mortgage, due 1869 and '74	79,000	6					1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Little Miami:							N. Ori'ns, Jackson and Gt. North.						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	State (Miss.) Loan	255,000	5			63-74	
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1880	
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	85	N. Ori'ns, Opelousa and Gt. West.						
Extension Bonds	175,000	7	May & Nov.	"	1890	110	Louisiana State Loan	641,000	6				
Long Dock Co.:							New Orleans City Subscription	1,600,000	5				
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	1st Mortgage (S. F.)	566,000	8			1880	
Louisville and Frankfort:							New York Central:						
1st Mortgage	100,000	6	Jan. & July.	New York.	1881		Premium (S. F.) Bonds	6,690,126	6	May & Nov.	New York.	1883	92
Louisville and Nashville:							D'bits of former Co's outst'ding.	100,000					
State (Tenn.) 1st Lien	560,500	6	Jan. & July.	New York.	88-92		Funding (S. F.) Bonds	1,298,000	7	Feb. & Aug.	"	1876	91
1st Mortgage	1,765,000	7	Feb. & Aug.	"	1883		Exchanged S'ks (S. F.) Bds	684,000	6	May & Nov.	"	1883	92
Lebanon Branch 1st Mortgage	21,000	7			1896		" " " " B. & N. F.	78,000	6	"	"	1883	87
Memphis Branch 1st Mortgage	256,000	7			70-75		Real Estate (S. F.) Bonds	165,000	6	"	"	1883	85
McMinnville and Manchester:							Real Estate Bonds & Mortgages	192,773	7	var.	"	var.	
State (Tenn.)	872,000	6					" " " " "	45,550	6	Feb. & Aug.	"	1876	100
Mortgage	24,000	7					Bonds of Aug. 1859, Convertible	2,392,000	7	June & Dec.	"	1887	91 1/2
Marietta and Cincinnati:							Bonds of Oct. 1863, (S. F.)	2,925,000	6				
1st Mortgage Sterling	1,691,293	7	Feb. & Aug.	New York.	1891	80	New York and Erie:						
Scioto & Hooking Val.R. mort.	300,000	7					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
Memphis and Charleston:							2d Mortgage	4,000,000	7	March & Sept.	"	1879	100
State Tenn.] Loan	1,100,000	6			1880		3d Mortgage	6,000,000	7	"	"	1883	95 1/2
Memphis and Louisville:							4th Mortgage	3,634,000	7	April & Oct.	"	1880	94
State (Tenn.) Loan	1,000,000	7					5th Mortgage	1,002,500	7	June & Dec.	"	1888	91 1/2
Memphis and Ohio:							Buffalo Branch	186,400	7	Jan. & July.	"	1891	
State (Tenn.) Loan	910,000	6					New York and Harlem:						
State (Tenn.) Loan	1,340,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
							Consolidated	1,000,000	7	Feb. & Aug.	"	1887	100
							3d Mortgage	980,300	7	Jan. & July.	"	1887	93 1/2
							New York and New Haven:						
							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107 1/2
							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	
							N. York, Providence and Boston.						
							1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-75	

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$250,000	8	Mar. & Sept.		1887		1st Mortgage (Eastern Division)	\$680,000	8		New York	1875	36
North-Eastern (S. C.):							1st Mortgage (West'n Division)	757,000	8		"	"	
1st Mortgage	700,000						Raleigh and Gaston:						
2d Mortgage	224,500						Coupon	100,000				1882	
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore	1886	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	var.	
Md. State Loan (irredeemable)	1,500,000	6		"			Guaranteed by State	200,000	7	April & Oct.	Richmond	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond, Fred. and Potomac:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6		"	1877	91	Sterling (£207,000)	324,000	6			1880	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	85	Richmond and Petersburg:						
Northern (Ogdensburg):							Coupon	150,000				1875	
1st Mortgage	1,500,000	7	April & Oct.	New York	1859	92½	Rutland and Burlington:						
2d Mortgage	3,077,000	7		"	1861	37½	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	76
North Missouri:							2d Mortgage	937,500	7	"	"	1863	22½
State Loan (30 years)	4,350,000	6	Jan. & July.	New York	'72-'87	96	3d Mortgage	440,000	7	"	"	1863	1
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	84½	1st Mortgage	400,000	10	Jan. & July.	New York	1875	
Chatel Mortgage	260,000	10	"	"	1887	111½	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston	'64-'74	92	1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
Norwich and Worcester:							2d Mortgage	77,000	7			1866	
Mass. State Loan	400,000	6	Jan. & July.	Boston	1877		3d Mortgage	201,500	7			1875	
Bonds for Dividend Serip	100,000	7	"	New York	'64-'74		Six per cents	75,593	6			1878	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70		Sandusky, Mansfield and Newark:						
Ohio and Mississippi:							1st Mortgage	1,290,000	7	Jan. & July.	New York	1868	80
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	83	Saratoga and Whitehall:						
1st Mortgage—Western	850,000	7	"	"	1872		1st Mortgage	250,000	7½	April & Oct.	New York	1858	
2d Mortgage—Western	750,000	7	"	"	1874		1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
Orange and Alexandria:							Seaboard and Roanoke:						
1st Mortgage	400,000	6	May & Nov.	New York	1866		1st Mortgage	200,000	7			1880	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		3d Mortgage	75,000	7			1870	
2d Extension	600,000	8	May & Nov.	"	1873		South Carolina:						
Pacific (Mo.):							State Loan	187,000	5			1868	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York	'71-'87	73½	Sterling	183,333	6			1863	
State Loan (S. W. Branch)	1,288,000	6	"	"	'87-'89	55	Sterling	2,000,000	5		London	1866	
Construction Main Line	1,314,000	7	"	"	"		Southern Mississippi:						
" S. W. Branch	3,232,000	7	"	"	"		1st Mortgage	500,000					
St. Louis County bonds	13,000	7	"	"	1885		South-Western (Ga.):						
Panama:							1st Mortgage	631,000				1875	
1st Mortgage Sterling	1,250,000	7	April & Oct.	London	1865	101½	*Springfield, Mt. Vern. and Pittab.						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage	500,000					
Peninsula:							*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,029,000	7	March & Sept.	New York	1898	75	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
Pennsylvania:							2d Mortgage	900,000	7	"	"	1865	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	96	St. Louis and Iron Mountain:						
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½	State (Mo.) Aid	3,501,000	6		New York		90
3d Mortgage	2,283,840	6		London	1875		St. Louis City Subscription	500,000					
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg	1894	105	St. Louis County Subscription	1,000,000					
Penobscot and Kennebec:							Sunbury and Erie:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston	'74-'76		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia	1877	96
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor	1876		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		Syracuse, Binghamton and N. Y.:						
Peoria and Ogawaha:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York	1862		St. Louis, Alton and Terre Haute:						
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York	1894	87
Petersburg and Lynchburg (S. Side):							" " (series B)	1,100,000	7	April & Oct.	"	1894	
State (Va.) Loan (S. F.)	800,000	7					2d " (series C)	1,400,000	7	Feb. & Aug.	"	1894	71
1st Mortgage (1862-'70-'75)	365,000	6					" " (series D)	1,400,000	7	May & Nov.	"	1894	
2d Mortgage (1862-'70-'75)	378,000	6					" " Income (series E)	1,700,000	7	"	"	1894	73
Special Mortgage (1865-'68)	175,000	6					Toledo, Peoria & Warsaw:						
Last Mortgage (1861 to 1869)	133,500	8					1st Mortgage	1,391,000	7	June & Dec.	New York	1894	
Phila., Germantown and Norristown:							Terre Haute and Richmond:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia	1865	105	1st Mortgage (convertible)	94,000	7	March & Sept.	New York	1866	
Convertible Loan	292,500	8	"	"	1885	119	Toledo and Wabash:						
Philadelphia and Reading:							1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York	1865	85
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia	1867		1st M. (L. E., Wab. and St. Louis)	2,500,000	7	"	"	1865	
" 1836	182,400	5	"	"	1880		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	73½
" 1849	2,856,600	6	April & Oct.	"	1870	95½	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1861	106,000	6	Jan. & July.	"	1871	96	Sinking Fund Bonds	152,355	7			88	
" 1843	1,525,800	6	"	"	1880	87½	Equipment bonds	600,000	7				
" 1844	804,000	6	"	"	1880	87½	Vermont Central:						
" 1845	101,000	6	"	"	1880	87½	1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston	1861	84
" 1849	67,000	6	"	"	1880	87½	2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	24½
" 1857 (convertible)	664,000	6	"	"	1886	87½	Virginia Central:						
" 1856	60,000	7	"	"	1886		Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond	1880	
Bonds and mort. on Real Estate	596,579						Mortgage (coupons)	198,000	5	"	Richm'd &	1872	
Phila., Wilmington and Baltimore:							Mortgage (coupons)	926,000	6	"	New York	1884	
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia	1884		Virginia and Tennessee:						
Pittsburg and Connellsville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74½	1st Mortgage	500,000	6	"	New York	1872	
Pittsburg, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York	1912	99	Balt. Works Br. Mort. due '68-'81	203,000	6	"	Lynchburg	var.	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York	1875	
" (series D)	875,000	7	April & Oct.	"	1912		Watervale, N. Y.:						
" (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	80,000	7	April & Oct.	New York	1880	87½
" (series F)	875,000	7	Jun. & Dec.	"	1912		" Mortgage	25,000	7	Jan. & July.	Chester	1871	70
" (series G)	800,000	7	Jan. & July.	"	1912	92	Watertown and Rome:						
" (series H)	800,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880	107½
" (series I)	800,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series K)	800,000	7	April & Oct.	"	1912		Sterling (£299,900)	4,319,520	5	April & Oct.	London	'68-'71	94½
" (series L)	800,000	7	May & Nov.	"	1912		Dollar Bonds	860,000	6	"	Boston	1875	98
" (series M)	800,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'70	98
3d	2,000,000	7	April	"	1912	83	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Ridge Bonds	187,500	7	May & Nov.	Philadelphia	1876		Elmira and Williamsport:						
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia	1880	91
Pittsburg and Steubenville:							Wilmington and Manchester:						
Mortgage	800,000	7	Feb. & Aug.	New York	1865		1st Mortgage	598,000	7	May & Nov.	New York	1866	
Potomac and Watertown:							2d Mortgage	200,000	7	"	"	1872	
1st Mortgage	1,000,000	7	June & Dec.	New York	64-'74		Wilmington and Weldon:						
Quincy and Chicago							Mortgage, payable in England	443,555	6	Jan. & July.	London	1863	
1st Mortgage	1,330,000				1873		Sterling, issued in 1858	144,500	6			1868	
							Company's endorsed by State	160,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.					Liabilities.					Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with train.	Earnings.		Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.				
ALABAMA.																								
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,386				877,983	503,500	105,255	1,515,704	54.0		101,102	87,866				
28 Feb. '59	30.3				58.1	2	2	Alabama and Mississippi	461,505	30,991			335,010	109,500	21,632	618,965	30.3		55,791	31,862				
31 May '60	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906			1,067,006	777,777	240,485	2,476,023	109.6		207,628	111,232				
30 Jun. '59	57.0				171.3			Mobile and Girard	1,500,000								57.0	236,791	76,773	21,006				
1 May, '61	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000									1,402,858	695,370					
29 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		506,156	200,269	6				
ARKANSAS.																								
3 Nov. '55	38.5				107.5			Memphis and Little Rock	553,877	*			251,524	446,000	10,725	811,949								
CALIFORNIA.																								
30 Dec. '60	22.5							Sacramento Valley	1,493,850	*			793,850	700,000		1,493,850	22.5		230,251	104,594				
CONNECTICUT.																								
31 July '64	23.8		1.9		4	5	47	Danbury and Norwalk	346,299	66,483			307,000	95,000		731	23.8	53,325	89,470	40,029	7			
31 Jan. '65	122.4		17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,366	202,511			2,037,940	1,936,740			122.4	317,844	517,808	134,509				
31 Aug. '65	61.6	13.6	66.2		22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000		4,654,333	75.2	452,238	1,459,711	413,528	12	170			
31 Dec. '65	74.0		8.9		10	12	272	Housatonic	2,430,775		28,200	2,000,000	191,000		2,685,438	124.0	203,329	428,518	150,702					
31 Dec. '64	57.0		1.3		8	11	184	Naugatuck	1,464,127	*		1,109,000	300,000		29,149	145,655	62.0	145,655	360,167	140,391	16			
28 Feb. '65	50.0		2.8		8	10	30	N. Haven, N. London and Ston.	1,454,040			738,588	766,000			62.0	161,182	274,887	loss.		117			
30 Nov. '64	84.8	8.5	9.3		3	2	10	New Haven and Northampton	2,336,495	41,560		1,010,000	650,000				49,963	197,387	85,946	34				
31 Dec. '64	66.0		5.9		8	12	84	New London Northern	724,336			658,805	51,000		810,982	66.0	211,839	270,672	54,299	8	85			
31 Mar. '65	61.3	1.0	63.8		29	75	405	New York and New Haven	4,729,607	932,365		3,619,600	2,000,000		6,816,340	117.4	652,756	1,847,291	622,596	9	114			
30 Nov. '65	59.4	7.0	8.2		18	17	392	Norwich and Worcester	2,463,983	149,711		2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7	102			
DELAWARE.																								
31 Oct. '60	84.3		10.7					Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466					
31 Oct. '62	16.2							Newcastle and Frenchtown	704,860		18,535	744,520			5,024	749,544	5.0		27,283	10,200	0			
FLORIDA.																								
— '62	154.2				150			Florida																
30 Apr. '60	32.0		3.0	13.0	3	1	6	Florida and Alabama	632,791	30,536		191,485	195,000	75,894	619,112	32.0		7,857	3,535					
— '62	59.9		5.0					Flo., Atlantic and Gulf Central																
— '62	100.0	3.9	10.0	153.5				Pensacola and Georgia									29.4							
GEORGIA.																								
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,339	*		1,250,000	126,000		1,597,385	86.7		418,030	265,827	8	126			
— '62	92.6		8.7	70.9				Atlantic and Gulf—M. Trunk								30.0								
31 Dec. '60	53.0							Augusta and Savannah	1,032,200	*		733,700	129,500			53.0		168,988	95,612					
30 Apr. '60	43.5				23.7			Brunswick and Florida	755,000	*		151,887				31.0								
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800	*		4,366,800			6,590,173	229.0	879,468	1,715,025	764,574	10				
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500		8,123,343	232.0	1,159,188	525,048	8	100				
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000	*		1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	19	72			
31 July '60	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,898	60.0		202,714	110,516	8				
1 May, '61	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,475,140	71.6								
31 July '60	106.1	100.8	16.2		18	22	201	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	128.8			388,853	13				
30 Sep. '69	138.0				52	24	705	Western and Atlantic	5,901,497	*		—	—	—	—	138.0		892,348	454,541					
ILLINOIS.																								
31 Dec. '65	230.0				66	32	1,068	Chicago and Alton	8,808,919	*	637,700	4,208,600	4,019,000		10,008,234	236.0	1,450,280	3,540,092	1,839,517	8	83			
30 Apr. '65	317.0	83.0	47.0		105	46	1,995	Chic. Burlington and Quincy	12,537,020	2,518,232		8,376,510	5,924,969		16,464,265	400.0	1,963,105	5,728,910	7,752,273	20	114			
31 May '65	242.0	688.0			154	94	3,145	Chicago and North Western	37,323,791	*	1,340,728	26,555,641	12,020,483	825,398	39,680,452	930.0	6,820,750	1,802,272		27				
31 Mar. '65	181.8				59	69	1,195	Chicago and Rock Island	7,804,923	*	600,000	6,000,000	1,450,500		9,484,582	232.0	1,212,654	3,359,361	1,891,706	6	103			
31 May '63	174.5	5.5	14.3		21	22	504	Great Western	4,039,561	*		1,648,561	2,350,000		4,214,342	180.0		742,097	377,476		68			
31 Dec. '65	454.8	252.5			148	76	3,397	Illinois Central	30,529,844	*		23,374,406	13,231,500		40,668,060	708.3	3,507,466	7,181,208	2,174,924	10	119			
1 Jun. '65	111.0				15	14	232	Toledo, Peoria & Warsaw	3,880,955	464,000		2,553,955	1,391,000		4,344,955	111.0		489,874	210,960					
31 Dec. '64	195.0	14	12.2		42	28	955	St. Louis, Alton & Terre Haute	10,700,000	—		4,000,000	6,700,000		10,700,000	209.0		2,084,074	603,767	31				
INDIANA.																								
31 Aug. '65	108.0				14	10	187	Cincinnati and Chicago	2,080,433	*		1,106,679	1,006,125			108.0								
31 Dec. '62	72.4				19	17	266	Evansville and Crawfordsville	2,312,344	288,255		1,142,824	1,240,000		2,726,187	132.0	246,145	559,128	246,720					
31 Dec. '65	82.8	20.2			19	17	266	Indiana Central	1,667,039	274,081	26,641	1,611,050	1,254,500	15,900	2,102,761	109.0		442,893	158,541					
31 Dec. '65	89.4				23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	26,989	1,899,900	1,362,284	140,689	3,458,108	110.0		448,868	230,334	9	85			
31 Dec. '64	84.0				15			Ind., Pittsburg and Cleveland	2,735,556	*		1,572,000	997,000		2,975,878	84.0	384,539	771,763	307,832					
1 Dec. '62	78.0		11.0		15	20	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000		2,176,223	108.0		527,868	268,156					
31 Mar. '64	86.0	46.0	3.0		17	10	283	Indianapolis and Madison	1,464,347	*		819,900	640,000		1,538,763	132.0		315,172	117,941	6	100			
— '58	288.0							Louisv. N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	238.0		646,827	371,400	36				
30 Nov. '64	73.0				21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000		3,063,108	73.0	370,555	1,007,979	521,264	18	159			
IOWA.																								
30 Apr. '65	75.5				176.5			Burlington and Missouri River	2,603,589	173,787		1,497,947	1,343,870		2,929,782	75.5	112,134	431,606	158,347					
31 Dec. '64	109.0				220.0	11	7	157	Dubuque and Sioux City	4,773,123	63,981	3,849,396	960,000	27,364	4,891,849	109.0	200,813	412,156	162,288					
1 Jun. '68	38.5				101.3	4	1	64	Keok. Ft. Des Moines & Minn.	1,037,876	82,499	921,449	570,000			38.5	11 mo's	468,821	21,356					
30 Jun. '65	136.0	95.0			312.0			Mississippi and Missouri	10,716,552			3,452,300	7,145,252	118,000	10,715,552	220.0								
KENTUCKY.																								
31 Oct. '59	80.0							Covington and Lexington	3,743,971	276,024		1,582,169	2,930,000	337,532	4,376,962	111.8		426,408	227,534					
30 Jun. '65	29.0		3.1					Lexington and Frankfort	695,298	52,300		514,573	79,000		736,513	29.0		188,433	63,774	7	80			
30 Jun. '65	65.1		6.4		4	13	219	Louisville and Frankfort	1,532,645	123,735	12,200	1,109,594	276,000		1,713,324	65.1	236,061	419,548	139,817	6	86			
30 Jun. '65	185.0	101.0	21.3	47.5	60	42	626	Louisville and Nashville	9,065,934			5,527,871	3,297,000	39,307	12,578,715									

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.		Liabilities.		Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.			
					Engines.	Passenger.	Freight, etc.		Real-estate and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.								Bonded and Mortgage Debt.	Floating Debt.	
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	\$				
30 Nov. '82	55.0	—	—	—	6	4	74	MAINE.	1,050,000	—	—	151,833	444,638	205,584	767,531	36.5	74,344	79,761	43,481	—		
30 Jun. '82	149.0	—	25.0	—	41	17	349	Androscoggin	6,788,206	867,734	—	2,494,908	3,068,491	—	7,983,475	149.0	oper. by	64,332	—			
30 Sep. '81	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	—	—	1,287,779	—	271,143	2,990,998	109.5	189,953	172,113	91,487			
31 May, '83	99.7	9.5	—	—	18	20	231	Maine Central	4,211,878	—	21,925	1,050,890	3,068,491	139,955	4,250,308	109.2	186,240	322,032	174,028			
31 May, '83	51.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	100,000	1,500,000	—	1,690,004	51.3	161,056	450,222	236,767	6			
May, '89	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,768	—	—	169,200	556,000	—	—	37.0	65,403	28,404	—			
30 Sep. '83	279.6	7.2	—	—	225	100	3,000	MARYLAND.	21,323,338	3,621,755	5,428,197	16,151,962	10,112,584	897,539	36,511,376	286.8	2,938,010	6,509,945	4,544,097			
30 Sep. '83	30.0	—	—	—	7	33	167	Baltimore and Ohio	1,650,000	—	—	1,650,000	—	—	—	—	703,123	429,890	44			
31 Dec. '81	138.0	4.0	25.0	—	60	47	3,529	Washington Branch	7,847,941	1,104,744	123,775	3,344,360	4,850,000	—	12,273,647	261.0	1,099,348	3,051,669	1,085,387			
30 Nov. '84	—	—	—	—	—	—	—	Northern Central	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '84	20.7	1.8	10.8	—	8	—	—	MASSACHUSETTS.	9,971,981	249,745	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—			
30 Nov. '84	74.3	8.8	61.1	—	36	78	534	Boston and Lowell	2,452,245	183,345	360,758	1,830,000	640,000	12,326	2,996,346	70.9	4,321,213	650,999	182,610			
30 Nov. '84	47.0	7.0	32.5	—	24	38	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,600	443,332			
30 Nov. '84	44.6	24.0	60.8	—	32	39	859	Boston and Providence	3,392,800	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,986	1,221,104	366,332			
30 Nov. '84	45.0	1.1	2.7	—	28	69	809	Boston and Worcester	4,062,584	437,416	100,000	4,500,000	—	229,061	5,557,511	83.6	638,622	1,471,955	487,864			
30 Nov. '84	50.0	2.4	9.6	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265			
30 Nov. '84	44.2	30.5	27.5	—	12	23	158	Connecticut River	1,614,376	187,560	—	1,591,100	267,000	—	2,079,944	62.4	223,318	472,321	165,932			
30 Nov. '84	51.0	42.5	75.3	—	31	74	489	Eastern	3,963,179	329,765	264,102	3,155,000	1,080,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423			
30 Nov. '84	12.4	—	2.3	—	25	35	467	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,946,886	98.4	434,622	868,352	369,341			
30 Nov. '84	14.5	—	17.2	—	10	17	240	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	369,912	—	—	—	—			
30 Nov. '84	20.1	1.5	1.2	—	4	17	66	Nashua and Lowell	558,919	95,684	—	600,000	—	50,495	809,362	71.0	185,947	291,618	63,019			
30 Nov. '84	33.0	—	0.7	—	5	6	25	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,100	—	719,500	36.7	54,272	120,820	43,527			
30 Nov. '84	98.5	8.8	27.5	—	26	68	488	N. York and Boston Air Line	1,314,916	82,830	—	788,047	1,072,900	187,590	2,085,537	36.7	94,748	83,492	—			
30 Nov. '84	43.4	1.0	14.9	—	14	18	163	Old Colony and Fall River	3,923,876	334,563	—	3,809,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,832			
30 Nov. '84	16.9	—	1.7	—	3	4	197	Providence and Worcester	1,469,307	213,153	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118			
30 Nov. '84	6.1	—	—	—	—	—	—	Salem and Lowell	382,470	81,543	—	243,206	226,900	727	470,381	—	—	—	—			
30 Nov. '84	69.3	8.0	5.5	—	11	13	180	Troy and Greenfield	8,057,916	207,343	248,495	923,942	979,308	—	9,239,261	—	—	—	—			
30 Nov. '84	156.1	17.3	126.6	—	75	63	1,149	Vermont and Massachusetts	10,175,943	1,095,713	—	2,214,225	924,960	—	13,495,128	218.0	1,420,223	2,996,854	1,778,712			
30 Nov. '84	45.7	—	9.8	—	10	12	143	Western (incl. Alb. & W.S. etc.)	1,088,898	116,000	—	1,141,000	76,000	51,390	1,268,390	46.7	194,712	338,285	137,605			
30 Nov. '84	—	—	—	—	—	—	—	Worcester & Nashua (par 83)	—	—	—	—	—	—	—	—	—	—	—			
31 Mar. '85	98.5	—	5.6	—	14	10	232	NEW HAMPSHIRE.	2,850,000	—	—	1,800,000	1,050,000	—	3,141,091	63.5	408,388	141,407	62			
30 Nov. '84	53.6	—	8.0	—	18	16	246	Boston, Concord and Montreal	2,708,488	—	—	2,085,925	679,500	—	2,765,428	53.6	382,852	539,742	155,866			
31 Mar. '84	34.5	—	—	—	21	22	494	Cheshire	1,500,000	—	—	1,500,000	—	—	1,500,000	61.3	821,955	133,094	8			
31 Mar. '84	29.3	—	2.8	—	2	—	—	Concord (par 85)	1,065,345	—	—	1,000,000	12,300	20,904	1,077,645	—	—	—	—			
31 Mar. '84	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	695,258	—	—	695,588	568,000	—	—	—	—	—	—			
31 Mar. '84	60.2	13.0	12.5	—	24	14	424	Merrimack and Conn. Rivers	3,068,400	—	—	3,068,400	166,500	15,513	3,234,913	82.0	210,265	210,265	7			
30 Apr. '84	24.7	—	2.2	—	6	2	50	Northern New Hampshire	1,480,730	—	—	500,000	750,000	—	—	—	—	—	—			
30 Apr. '84	—	—	—	—	—	—	—	Sullivan	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '84	64.2	11.0	8.1	—	—	—	—	NEW JERSEY.	3,386,236	—	—	997,112	2,198,000	252,584	3,442,697	75.2	—	501,886	146,101			
31 Dec. '84	63.9	32.3	—	—	—	—	—	Belvidere Delaware	8,502,296	—	4,304,131	6,472,400	10,234,463	—	—	—	—	5,799,980	1,140,788			
31 Dec. '84	60.2	—	—	—	—	—	—	Camden and Amboy	1,881,414	—	—	1,064,243	1,035,276	123,930	2,221,449	60.2	—	231,466	71,106			
31 Dec. '84	64.0	26	64.0	—	59	34	908	Camden and Atlantic	9,208,924	1,078,538	—	6,500,000	2,000,000	—	9,484,500	90.0	948,218	2,137,184	1,305,830			
31 Dec. '84	53.0	—	—	—	45	24	274	Central of New Jersey	4,057,275	—	55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755			
31 Dec. '84	31.8	—	—	—	—	—	—	Morris and Essex	3,903,171	738,164	1,574,548	5,000,000	805,000	—	6,484,399	33.8	654,192	875,981	803,233			
31 Dec. '84	21.5	—	—	—	2	6	17	New Jersey	452,116	—	—	158,800	260,000	45,072	463,872	21.2	99,787	146,936	29,200			
31 Dec. '84	18.2	—	—	—	—	—	—	Northern New Jersey	2,596,481	—	—	2,360,700	1,534,000	544,426	4,440,226	—	—	229,476	—			
31 Dec. '84	18.2	—	—	—	—	—	—	Raritan and Delaware Bay	2,083,300	—	—	1,408,300	600,000	—	2,008,300	18.2	—	200,022	180,510			
31 Dec. '84	38.5	—	—	—	—	—	—	Warren	1,461,249	—	—	588,400	700,000	—	1,238,400	—	—	207,952	91,544			
30 Sep. '85	82.0	—	4.5	58.0	9	12	153	NEW YORK.	3,183,056	198,909	—	1,804,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064			
30 Sep. '85	48.9	—	3.1	—	8	8	140	Albany & Susquehanna	2,651,285	388,059	—	919,135	1,777,500	155,417	3,039,343	48.9	166,207	468,441	80,873			
30 Sep. '85	142.0	—	13.0	—	28	41	—	Atlantic and Great Western	3,869,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	640,814	1,030,322	—			
30 Sep. '85	88.3	—	18.5	—	35	35	608	Buffalo, New York and Erie	2,267,838	—	189,000	2,200,000	2,000,000	—	3,680,000	88.3	6					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running date (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Net.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.								
M.	M.	M.	M.	No	No	No	No	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.				
PENNSYLVANIA.																								
31 Dec. '63	83.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286					
31 Oct. '64	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0		316,747	380,489	149,018	8			
31 Oct. '64	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		966,900	375,000		1,335,500	74.0		176,968	394,962	193,901	8			
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,995	2,324,490		6,832,950	3,481,500	606,321	10,930,771	204.5		1,622,327	1,984,948	721,782	20			
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	182,946		604,190	598,400	8,299	1,210,889	37.7		163,041	333,560	202,009				
31 Dec. '64	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,020,000		2,020,000	78.0		308,770	656,618	48,741	24			
31 Oct. '64	18.5		6.0		5			Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5		163,520	486,788	189,007	10			
31 Oct. '64	81.0		2.8		6	9	153	Erie and Pittsburgh	1,588,878	192,509		256,500	900,000		1,794,386	81.0		71,880	168,502	55,456				
31 Oct. '64	38.0	18.0	17.7		13	3	12	Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	54.0	oper. by Penn.	R.R. Co.		7				
31 Oct. '64	32.0		1.3	44.0	3	3	12	Hempfield	1,616,458	41,341		1,809,565	1,000,000	109,000	2,909,565	32.0		21,760	50,103	7,966				
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,383,427	268,281	2,977,700	58.0		305,743	335,280	143,472				
31 Oct. '64	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,336,000	2,024,578	149,014	3,508,592	80.0		356,571	698,596	301,041				
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5		502,028	2,290,262	1,452,154	20			
31 Oct. '64	28.5	5.0	8.0		31			Little Schuylkill	1,371,868	*		2,646,100	960,000	61,162	3,687,252	oper. by Reading								
31 Oct. '64	130.5		63.3		31			Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000	oper. by Reading								
31 Oct. '64	55.8	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8		320,638	741,977	348,401				
31 Dec. '65	300.8	56.1	319.0		290	173	4,926	Pennsylvania	28,434,310	3,376,024	6,243,504	20,000,000	16,534,840		46,850,796	356.9		846,778	17,459,169	1,189,111	10			
31 Oct. '64	17.0	3.0	22.0		15	45		Phila., Germant'n & Norrist'n	1,139,019	282,399		1,35,000	315,000		1,673,100	24.0		253,759	425,147	207,893	8			
31 Oct. '64	237.6		29.1		216	81	1,069	Phila. and (Sunbury) Erie	15,761,623			5,013,054	9,940,000	10,500	14,963,554	oper. by Penn.								
30 Nov. '64	146.0	46.8	204.5		216	81	1,069	Philadelphia and Reading	18,998,276	5,736,480	734,788	20,072,323	7,271,879		27,716,253	509.5		3,328,229	9,239,341	4,308,150	15			
31 Oct. '64	28.2		24.3		41	100	964	Philadelphia and Trenton	960,404	*	245,696	999,200	250,000		1,249,200	28.2		176,447	824,006	477,658	10			
31 Oct. '64	98.9		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,670,000	697,000		9,349,300	197.0		839,238	2,505,560	1,365,200	10			
31 Oct. '65	59.5		11.4	89.5	12	11	84	Pittsburg and Connellsville	3,361,664	198,820		1,774,773	1,500,000	64,208	3,784,101	72.0		272,658	594,366	330,861				
31 Dec. '64	468.3		108.5		197	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,136,773			8,181,128	12,657,060		23,942,670	468.3		3,940,773	7,130,466	3,019,007	10			
31 Dec. '64	23.0		6.2		7	16	28	Shamokin Valley & Pottsville	1,178,773	112,824		600,000	791,597		1,391,370	Gen.		87,070	226,318	107,490	10			
31 Oct. '64	26.4		3.3		7	16	28	Westchester & Philadelphia	1,813,526	102,983		484,936	1,009,095		1,856,443	26.4		118,608	273,232	149,817				
31 Oct. '64	29.6		3.6		6	4	362	Tioga	802,253	165,884		391,800	372,000		968,187	29.6		95,566	293,338	211,817	8			
RHODE ISLAND.																								
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0		321,000	587,687	254,508	12			
SOUTH CAROLINA.																								
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,365	195,266	197,905	1,099,536	51.9			283,268	151,536	6			
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,046			1,201,000	384,000			109.6								
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000		345,546	104.5			341,190	125,871				
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0			220,014	96,146				
31 Dec. '60	132.0	106.0			62	59	790	South Carolina							2,643,383			1,499,636	701,943	7				
TENNESSEE.																								
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,600	99,110	1,137,707	47.6			29,967	19,187				
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0			318,718	187,466				
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		636,654	1,902,000	390,407		130.8		150,142	297,806	149,167				
1860	271.8	19.4	20.0		43	37	667	Memphis and Charleston	5,966,578	878,069	120,364	3,809,949	2,669,000	260,112	7,627,797	291.0			1,635,096	873,597				
1859	271.6	16.0	20.0		3.9	9	5	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000										
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000											
1859	59.0		40.1	7	5	119		Mississippi and Tennessee	1,137,400			798,255	554,949	519,518		59.4		69,870	177,256	60,029				
1859	47.4		2.3	4	5	4		Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4		54,175	83,129	44,666				
1859	34.2		7.0	12	2	81		McMinnville and Manchester	633,807	56,816		144,894	406,000	5,000		34.2		30,065	23,808	13,892				
30 Nov. '60	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	2,632,882	*		2,056,544	1,731,000			169.0			734,119	337,384	6			
1859	45.8		4.2	11.7	5	5	32	Nashville and North-western		76,016		595,922	860,000	204,544		45.8		57,950	127,953	87,248				
1859	30.0		0.6	8.0				Tennessee and Alabama	76,016	76,016		216,962	413,000	408,477		30.0			1,248					
TEXAS (all aided by State).																								
1858	32.0		158.0					Buffalo Bayou, Braz. & Col'r do																
1858	56.0		154.0					Galveston, Houston & Henderson																
1858	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,560		50.0		31,300	32,870					
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		456,000	975,000	369,000		70.0		102,200	282,846	156,568				
1859	20.0		110.0					San Antonio & Mexican Gulf																
VERMONT.																								
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,830,277	*		1,679,000	683,500		3,063,466	105.0		104,794	428,180	184,470				
31 Aug. '63	119.6		16.0		26	26	558	Rutland and Burlington	3,991,705	556,275		2,232,376	3,257,471	895,219	6,386,166	119.6		449,351	423,027	112,163				
31 Aug. '63	62.5	2.0	4.9																					

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000	7	7	
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	60	
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	7	
Camden & Atlantic (preferred)	620,800	7	26	
Chesapeake (preferred)	1,150,000	7	30	
Chesapeake & Susquehanna (guarant.)	380,000			
Cayuga & Susquehanna (guarant.)	343,500			
Cheshire (preferred)	2,017,925	7	45	
Chicago & Alton (preferred)	2,425,400	7	113	
Chicago & Northwestern (pref.)	12,994,720	7	64	
Cocheco (preferred)	117,750	8		
Ot. & Passumpsic Rivers, (pref.)	1,514,300	10	70	
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,976,368	7	34	
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & William-port (preferred)	500,000			
Erie (preferred)	8,635,700	7	81	
Hannibal & St. Joseph (preferred)	5,253,856	7	52	
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Houston (preferred)	1,180,000	8	104	
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6		
Lockawanna & Bloomsburg (pref.)	500,000	7		
Marquette & Cincinnati (1st pref.)	6,205,475	7	30	
" (2d pref.)	3,819,772	7	27	
Michigan S. & N. Indiana (guar.)	2,183,600	10	140	
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	96	
" (2d pref.)	1,014,000	7	88	
Milwaukee & St. Paul (preferred)	2,400,000	7	85	
New Haven & Northampton (guar.)	1,010,000	4		
New York & Harlem (preferred)	1,500,000	8		
Niagara Br. & Canandaigua (guar.)	1,000,000	6		
Paterson & Hudson (guarantied)	630,000	8		
Paterson & Ramapo (guarantied)	245,000	5		
Peoria & Bureau Valley (guar.)	1,200,000	0		
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar.)	1,000,000	10		
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	83	
Pittsfield & North Adams (guar.)	460,000	6	100	
Port, Saco & Portsmouth (guar.)	1,500,000	6		
Rutland & Burlington (preferred)	382,700	8		
" (preferred)	608,176	6		
St. L., Alton & Terre Haute (pref.)	1,700,000	6	57	
Toledo & Wabash (preferred)	954,700	7	97	
Toledo, Peoria & Warsaw (1st pref.)	1,021,784	7		
" (2d pref.)	904,473	7		
Troy & Greenbush (guarantied)	274,400	6	52	
Vermont & Canada, (guarantied)	1,600,000	8	8	
Warren (guarantied)	1,403,300	7	7	
White Mountains (guarantied)	200,000	5	5	
Wright, Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,057,343	6 J. & J.	1836	90	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870		
" " sterling	4,375,000	6	1890		
Preferred bonds	1,700,000	6	18		
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	79	
Delaware & Hudson:					
1st Mortgage	600,000	6 M. & D.	1885	110	
2d Mortgage	600,000	6 J. & S.	1870		
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn:					
1st Mortgage	752,000	7 J. & J.	1865		
Interest Certificates	161,990	6	1868		
Lehigh Navigation:					
1st Mortgage	414,608	6 M. & S.	1870	91	
Six per cent. Loan	2,432,274	6 A. & O.	1884	87	
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863		
2d Mortgage	57,000	6	1866		
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	95	
2d Mortgage	295,750	6	90		
North Branch:					
1st Mortgage	590,000	6 M. & N.	1876	80	
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	81	
2d Mortgage	3,980,670	6 J. & J.	1882	75	
Improvement	565,500	6 M. & N.	1876	68	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865		
Md. stg. loan converted	200,378	6	1865		
Mortgage bonds	993,000	6	1878	60	
Preferred Interest b'ds.	227,569	6	1878	24	
Union, (Pa.)					
1st Mortgage	2,500,000	6 M. & N.	1883	24	
West Branch & Susquehanna:					
1st Mortgage, s't'g fund	450,000	6 J. & J.	1878	89	
Wyoming Valley:					
1st Mortgage	650,000	6 J. & J.	1878	80	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,843,568		58
Chesapeake and Ohio	100	8,229,595		
Delaware Division	100	1,633,350		34
Delaware and Hudson	100	10,000,000	10	136
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	58,000		
Illinois and Michigan	50	4,282,950	6	52
Lehigh Navigation	50	726,800	3	
Monongahela Navigation	100	1,025,000	5	78
Morris, (consolidated)	100	1,175,000	10	114
" (preferred)	100			
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,932,457		21
" (preferred)	50	2,722,607		23
Susquehanna and Tide Water	50	2,048,360		11
Union	50	2,750,000		44
Union (preferred)	50			
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	59

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 90 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash)	per ton 47 50 @ 50
Pig, American, No. 1	47 @ 48
Bar, Redhead, English	100 @ 106
Bar, Swedes, assorted sizes (in gold)	97 50 @ 105
STOCKS PRICES.	
Bar, Swedes, assorted sizes	100 @ 170
Bar, English & American, Redhead	120 @ 125
Bar, English & American, common	110 @ 115
Scroll, English	150 @ 200
Ovals and Half round	142 50 @ 150
Band, English	145 @ 150
Horse Shoe	145 @ 150
Rods, English	122 50 @ 130
Hoop, English	155 @ 220
Nail Rod	per lb. 9 @ 10
Sheet, Russia	per lb. 33 @ 35
Sheet, English, Single, Double and Treble	7 @ 8
Sheet, Am. Single Double and Treble	7 @ 8
Rails, English (gold)	per ton 56 @ 56
Rails, American	85 @ 85
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.	
English, Cast, (1st & 2d qty.)	per lb. 17 @ 22
English Spring, (1st & 2d qty.)	11 @ 12
English Blister, (1st & 2d qty.)	12 @ 19
English Machinery	13 @ 16
German	14 @ 16
American, Blister	11 @ 13
American, Cast, Hammered	17 @ 21
American, Cast, Rolled	12 @ 14
American Spring	10 @ 12
American Machinery	13 @ 14
Milan (in bond)	— @ —
COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 34 cents per lb.	
Sheathing, New (suits)	per lb. — @ 50
Sheathing, Yellow	— @ 38
Pig, Chile	— @ —
Boils	— @ 50
Braziers'	— @ 50
American Ingot (cash)	33 @ 34
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Galena	per 100 lb. — @ —
Spanish	8 50 @ 8 62
German Refined	8 50 @ 8 62
English	8 50 @ 8 62
Bar	per lb. — @ 10
Pipe and Sheet	— @ 14
TIN—Duty: Pig, Bar and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.	
Banca	per lb. 24 @ —
Straits	— @ 23
English	— @ 23
Plates, Charcoal I. O.	per box 16 @ 16 50
Plates, I. O. Ooke	12 50 @ 14
Terne, Ooke	10 75 @ 11
Terne, Charcoal	— @ 14 15
NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 6d. (cash)	per 100 lb. 7 25 @ 7 50
Clinch (cash)	8 75 @ 9 25
Copper	— @ 60
Ausable Horse, Norway Iron, Forged	— @ 40
Zinc Nails (6 mos.)	— @ 20
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity	26 @ 26
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)	73 @ 74
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)	— @ —
Naphtha, Refined (90 @ 95 gravity)	40 @ 41

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

	Th. 8	F. 9	Sat. 10.	M. 12	Tu. 13	W. 14
Atlantic M. S. S. Co.	130	130	130	128		
At. & Gt. W. (O) 1st m't.						
Buffalo, N. Y. & E., 1M.						83
California 7s		112				
Can. Co. Trans.	43	43		44	44	
Central Am. Trans.						
Chicago & Alton	112	117	112			
" " pref.		117			116	115
" " 1 M.		93				
" " S. F.						
" " Inc. b'ds.						
Chicago, Burl. & Q.	114					
" " 8 p.c.						
Ohio & Northwest	25	25	26	26	23	27
" " pref.	53	52	52	63	53	54
" " 1st M.		79			79	79
" " 2d M.						
" " S. F.		87		87		8
" " A. B.						
" " I. B.						
Chicago & Rock Isl.	106	107	107	108	108	107
" " 1st M.	70					
Clev. Col. and Cin.		111				111
Clev. and Pittsburg	77	76	75	76	76	75
" " 2 M.						
" " 3 M.						
" " 4 M.						
Clev. and Toledo	107	107	107	107	107	107
" " S. F. 7 p.c.		94				
Cumberland Coal, pref.	43	43	42	42	42	43
Del. & Hudson Canal	135	135	135	135	134	134
Del., Lack. & West.	124			126	126	126
" " 1M. S.p.c. 11-6						
" " 2M. S.p.c. 81						
Erie	85	82	82	83	82	83
" " pref.	80	80	80	80	80	81
" " 1 M. 7 p.c. '67						
" " 2 M. 7 p.c. '79						100
" " 3 M. 7 p.c. '83		98	96		95	
" " 4 M. 7 p.c. '80		117				
" " 5 M. 7 p.c. '88						
Galena and Chicago						
" " 1 M. 7 p.c. '32		76				
Hann. & St. Joseph						
" " pref.		75	76	76	72	72
" " bonds.						
Hudson River	104	104	103	103	104	104
" " scrip.						
" " 1M. 7 p.c. '69						
" " 2M. S. F.						
" " 3M. 7 p.c. '76						
" " conv. bonds.						
Illinois Central	116	115		117	117	118
" " Can. b'ds.						
" " bonds.						
Marquette & Cin. 1st pref.						
" " 2d						
" " 1st mort.						
Mariposa Mining Co.	11	11	11	11	11	
Michigan Central	102	101	102	101	100	
" " S. F. S.p.c. '82						
" " conv. S.p.c. '69		111				
M. S. and N. I.	73	74	73	74	76	78
" " guar'd.						
" " 1M. S. F. 94						
" " 2 M.						
Mil. and P. du Chien					96	
" " 1st pref.						
" " 2d pref.						
" " 1st M.						
Minnesota Mining Co.						
Miss. & Mo.						
" " L.G. bonds.						
Missouri 6s	79	78	77	75	72	72
" " iss. to H. & St. J. R.				76	75	
" " Pacific	78	75	76	73	72	
New York Central	91	91	91	92	91	92
" " Real Estate						
" " 7s. S. F. '76						
" " 7s. conv. '76		100				
" " 6s. S. F. '83					91	
" " 6s. S. F. '87			91			
N. York & Harlem						
" " pref.						
" " 1M. 7 p.c. '78			100			
" " 2M. 7 p.c. '64						
" " 3M. 7 p.c. '67						
North Carolina 6s	82	85	83	84	82	8
Ohio & Miss. cer.	24	24		26	25	25
" " pref.						
Pacific Mail S. S. Co.		212	210	212	208	
Panama				148		
Penn'a Coal Co.	150	97	97	98	98	99
Phila. and Reading	98	97	97	98	98	99
Pitts. Ft. W. & Chicago	90	8	8	90	90	92
" " 1M.		98	98		99	
" " 2M.						
" " 3M.						
Quicksilver Mining Co.	41	40	40	40		41
St. L. Alton & T. H.		30	29	29	30	31
" " pref.			57			
" " 1M.				87	87	
" " 2M. pref.						
" " Inc. b'ds.						
Tennessee 6s. 1890		91	91	89	84	87
Tol. Wab. & Western. 32						
" " Pref.						85
" " 1M. ex.						84
" " 2M.	74	73				
" " Int. b'ds.						
Vermont 6s.	80	80	83			

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

Th. 8 F. 9 Sat. 10 M. 12 Tu. 13 W. 14

FEDERAL STOCKS:					
U. S. 6s, 1871, reg.	97				
U. S. 6s, 1871, coup.	98				
U. S. 6s, 1874, reg.					
U. S. 6s, 1874, coup.	87				
U. S. 6s, 1886, coup.					
U. S. 6s, 10-40s, coup.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
U. S. 6s, 10-40s, reg.		90 1/2	90 1/2	90 1/2	90 1/2
U. S. 6s, 1881, reg.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
U. S. 6s, 1881, cou.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
U. S. 6s, '81, O. W. L. y.					
U. S. 6s, 1881, " 1/2 y.					
U. S. 6s, 1887, reg.					
U. S. 6s, 1888, reg.	117				
U. S. 6s, 1888, coup.					
U. S. 6s, 1 year certif.	99	99	99	99	99
U. S. 6s, 5-20s, c. 1882	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
U. S. 6s, 5-20s, c. 1884	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
U. S. 6s, 5-20s, c. 1885	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
U. S. 6s, " reg.					
7.30 Notes, 1st series	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
" " 2d series	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
" " 3d series	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
American Gold	132 1/2	129 1/2	129 1/2	130 1/2	130 1/2

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

W. 7 Th. 8 F. 9 Sat. 10 M. 12 Tu. 13

Cattawissa	31 1/2	32	31 1/2	29 1/2	29 1/2	29 1/2
Jamden & Amboy	119	116	116	116	116	116
" " 6s, '87						
" " " 6s, '70						
" " " 6s, '75						
" " " 6s, '85			82			
" " " 6s, '88	81					
" " mort. 6s, '89		92	92			
Ches. & Del. Canal 6s '86						
Del. Div. Canal	33	33	33	33		
Kimira & W'mesport						
" " pref.						
Lehigh Navigation	52 1/2	52 1/2	52 1/2	52 1/2		
" " " 6s, '70						
" " " 6s, '84	87	87				
Lehigh Valley R. R.	62 1/2	62	62 1/2	62	62	
" " " 6s		90	89 1/2			
Little Schuylkill R. R.					28	
" " " 7s						
Long Island						
" " " 6s						
Minehill	54 1/2		54 1/2	54 1/2	54 1/2	
Morris Canal	78					
" " pref.						
" " " 6s, '76						
North Pennsylvania	36	35 1/2	35 1/2	35	35	35
" " " 6s		84 1/2				
" " " 10s						
Northern Central	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	
Pennsylvania R. R.	55 1/2	55 1/2	55	55 1/2	55 1/2	
" " 1st m.	95 1/2	96				
" " 2d m.	93 1/2	93 1/2	90 1/2			
Penn. State, 6s		95 1/2				
" " 6s, coupon	86					
" " 6s, W. L.	100		100			
Philadelphia City, 6s	87 1/2					
" " new	90 1/2	90 1/2	90 1/2	90 1/2	91	
Philad. Germ. & Nor.		54				
Phila. & Reading	49	49 1/2	49	48 1/2	49 1/2	
" " " 6s, '88						
" " " 6s, '70						
Philadelphia & Erie	29 1/2	29 1/2	29 1/2	28 1/2	29	
" " " 6s						
Philad. & Sunbury, 7s			95			
Schuylkill Navigation	21	22			21	
" " pref.	23		28 1/2	28		
" " " 6s, '82						
" " " 6s, '76						
" " " 6s, '72						
Susq. Canal					81	
" " " 6s, '78		50		50		
Union Canal, pref.						
" " " 6s, '83						
West Br. Canal 6s '78						
Wyoming Valley Canal	59					
" " bonds		80				
Hestonville, (Horse)	34	33 1/2	33 1/2	53	33 1/2	36
Chestnut & Wal.		51 1/2	51 1/2			51 1/2
Green & Coates, "						
2d and 3d streets, "	73					
Spruce & Pine, "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

W. 7 Th. 8 F. 9 Sat. 10 M. 12 Tu. 13

Baltimore City 6s, 1875	93					
" " " 1888						
" " " 1870						
" " " 1890	99 1/2	99	99 1/2	98 1/2	98 1/2	
Balt. and Ohio	110 1/2	110 1/2			110	
" " " b'de, '82						
" " " " '87						
" " " " '75		96				
" " " " '80						
" " " " '85			97 1/2	97 1/2	97	
Northern Central					43	
" " " b'de, '85		85				
" " " " '83						
City Passenger R. R.						

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

Th. 8 F. 9 Sat. 10 M. 12 Tu. 13 W. 14

Boston and Lowell	94					
Boston and Maine	116 1/2					
Boston and Providence	128					
Boston and Worcester	133	133			134 1/2	
Cheshire, pref.	45 1/2	45			46	
Concord		66 1/2	67		68	
Connecticut River					103	
Eastern, Mass.	101		101			
Eastern, N. H.		100				
Fitchburg				107 1/2		
Manchester & Law'ree	110					
Michigan Central	103				102 1/2	
Northern, N. H.				96 1/2	94 1/2	
Old Colony and Fall R.	103 1/2			105		
Ph. Wil. & Baltimore	57	57 1/2	57	57 1/2	57	
Port'd, Saco & Ports.						
Vermont & Canada	98			96		
Vermont & Mass.	41	41				
Western	135 1/2	135		133 1/2		
Broadway (Horse)						
Cambridge	95					
Metropolitan	46 1/2	46 1/2				
Middlesex						
Central Mining Co.						
Copper Falls			25 1/2	26	28	
Franklin	38 1/2	39		38	38	
Huron						
Ile Royale		12 1/2				
National						
Minnesota	7 1/2	7 1/2	7 1/2			
Pewabic			36 1/2		34	
Pittsburg						
Quincy	52 1/2		50			
Rockland						

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of February

United States 6s, 1881	100				
Do. 5s, 1874					
Do. 6s, 5-20s, 1882	68	68 1/2			
Virginia State 5s	48	48 1/2			
Do. 6 per cent.	40 1/2	41 1/2			
Atlantic and Great Western,					
N. Y. sec., 1st mort., 1880, 7 per cent.	73	76			
Do. 2d mort., 1881	73	75			
Pennsylvania, 1st mort., 1877	76	78			
Do. 2d mort., 1882	71	72			
Erie shares, \$100 (all paid)	53	53 1/2			
Do. 7s, preference					
Do. 7s, 1st mort., 1867					
Do. 7s, 2d mort., 1879					
Do. 7s, 3d mort., 1883					
Do. 7s, 4th mort.					
Do. 7s, 5th mort.					
Illinois Central 6s, 1875	81	83			
Illinois Central 7s, 1876	65	70			
Do. do. \$100 shares, all paid	79 1/2	77			
Marquette and Cincinnati Railroad Bonds	68	70			
Michigan Central 8s, Convertible, 1869					
Do. do. S. F. 1st mort., do., '82, x. c.					
Michigan S. and N. Indiana 7s, S. F., 1885					
Do. do. do. \$100 shares					
New York Central 6s, S. F., 1883					
Do. do. 7s, 1864					
Do. do. 7s, S. F., 1876					
Do. do. 7s, Convertible, 1876					
Do. do. \$100 shares					
Panama, 1st mortgage 7s, 1865					
Do. 2d mortgage 7s, 1872	99	101			
Pennsylvania, 1st mort., 6s, Convertible					
Do. 2d mort., 6s, do.	84	86			
Do. \$50 shares	33	37			
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	75	77			

American Railroad Journal.

Saturday, March 17, 1866.

Stock Exchange and Money Market.

It is a remarkable circumstance that in the progress of the country from an unsound to a sound currency, which has been thus far made without any damage to its interests, there still remains a portion of the press which stands up for the false basis, decries a return to the normal standard of values, and predicts all sorts of ruin to the people if they are not kept supplied with false money and prices of the highest range.

Thus we find in the money article of a leading journal a few days since, it was maintained as desirable for the interests of the country, that the premium on gold should again advance; that confidence was shaken by the sudden disturbance of the paper dollar, which means its improving in value

and in purchasing power, and which most holders would think an advantage; in short, that the approximation of the gold and paper dollar "is of no assistance," in paving the way to a return to specie payments. The same journal also adds, that with the recovery of the gold premium, dry goods will be likely to assume a firmer tone. Those persons deferring purchases will become eager to buy. The dry good trade is thus propped up for the occasion.

Here then, we have the key to one movement not difficult to be understood. It is apparent enough to us. We have doubtless engaged in business on inflated prices a very large number of millionaire dealers. It is of common fame that their sales are ten, fifteen, twenty millions of dollars during a year. So, too, the large cotton and other manufacturing companies have enormous sums afloat in stock and debts at paper prices. These persons knew the risk they ran in continuing their business on a paper basis; but they made so much money by the operation they resolved to go on, and now their only fear is that the country may really become truly solvent. When we read articles misrepresenting the condition and the policy of the Treasury department; when facts are persistently perverted; when the fall in gold is lamented, and the rise in the value of the paper dollar spoken of as an alarming circumstance, we may fairly conclude that finance is yet in some quarters an unknown science, and to follow such blind guides much further we shall surely be led into the ditch. It is indeed a most extraordinary circumstance that any class of journals, boasting of experience and influence, should be found attempting to retard the return of the country to the paths of honor and integrity; should uphold for a single moment a system which is false and unreal, which has corrupted and demoralized trade and commerce, and has placed the whole power of the country in the hands of jobbers and brokers.

Now, for our part, we rejoice to see the premium on gold decline, and the value of the paper dollar appreciate. We see in these results the fulfilment of sound principle working on a solid basis, and exemplifying the value of our institutions when put to the test of trial. We notice with intense satisfaction that every time gold declines at home, our stocks rise abroad; that the money of the country is worth sixty millions of dollars in gold more than it was a month or six weeks ago. To deprecate and regret an equality between the gold and paper dollar is a most curious action on the part of a political economist and financier, and may be set down as one of the marvels of the hour, and unexplainable, except we trace out the interests which are at work together; and are combined to retard and not to promote the general prosperity. We cannot disguise our alarm at the ready prevalence of the easy doctrines intended to keep up inflation, raise the price of gold, sustain the enormous values of manufactured goods, and of the necessities of life. All this is in the interest of a class of monied men who are desirous of perpetuating their profits, adding still more to their millions, and grinding out of existence a class of moderate business men who have hitherto been a large interest in the country, and a most reliable one, and are in fact the salt of the community.

It is very noticeable that while the speculating press is engaged in discouraging any return to specie payments, their columns are filled with the testimony of experts like Rothchild, who do not hesitate to affirm their opinions as boldly as ever, and scout at the idea of any system being permanent which is based on fictitious credits and paper that cannot be redeemed.

We might as well look this matter boldly in the face. The country cannot afford, in justice to its great and permanent interests, to be kept in an insolvent condition; it cannot be retarded in its general career by any individual interests. One rule for all in money, is the only safe rule in a commercial or free country; and uniformity in values in the gold as in the paper dollar is indispensable to the successful pursuits of industry and honest accumulation. All the special pleading in the world cannot change the facts that a false currency is a fraud, both of Governments and people; and the sooner it is done away with the better. We are just now in the right path, we have only to keep it, and we shall come out well. Everything favors our honest intentions. Our resources are large, our revenue is ample, our surplus on the increase; we have every assurance of our being able to maintain our credit throughout without the least difficulty. Nor should we be called upon to delay our return to a sound state of things, because we are told that in England it took many years to do so. There is no kind of resemblance between England and the United States; no parallel in their finance or legislation. The British people are always an unwilling people when called on to pay, or to be taxed. A farthing more or less, on a glass of ale would at any time endanger a political party in England; while here we submit, with the most perfect good humor, to taxes on every kind of drink, to an extent which is quite remarkable.

We have on many occasions suspended and resumed specie payments without much delay; certainly without taking 20 or 30 years to do it in; and we are under no necessity of delaying our own solvency in order to complete any parallel of English history. The rapid appreciation of our paper money is in fact a returning to specie payments; and for the very natural and sensible reasons that our debt is diminishing, and our resources growing up to the paper which represents them. The people believe their currency is intrinsically and truly as good as the gold it represents. So that we may ere long see a general equalization of gold and paper going on without any disturbance whatever. The difference between par and gold at 30, is much less than between it and gold at 285; and the steps to resumption actually grow easier every day as the differences disappear.

We have occasion to welcome a friendly laborer into the field of political economy, in the shape of a new series of DeBow's *Review*. This work, which was always one of meritorious research, is now revised under happier auspices, and with more correct convictions. The great disturbing element having been removed, we do not see why the material interests of the South and North may not move on together harmoniously. Certainly in the production of the great staple we see the grandest results for all. Mr. DeBow in the number of his *Review* for March of the pres-

ent year, has considered at some length, and with much detail, the cotton interests of the South, the result of an extended personal tour through the cotton States. The crops is estimated by him as likely to reach 1,500,000 bales, after making all the necessary deductions, though many are sanguine of a much larger return. He says:

Under all the advantages of the old system of labor, and with the full agricultural force which existed in 1860, the crop of the cotton States, with a fair season, might reach five million bales; but taking the chances of such a season one year with another, it would be a reasonable estimate to say 4,500,000 bales.

The efficient negro population of the South has been reduced by the war, on a liberal estimate, one-fourth. Upon the supposition that all now in existence are willing to work up to the standard of the past, a deduction of one-fourth must therefore be made from the above figures,

But would it not be an absurd hypothesis to suppose that in the inexperience, the ignorance and wild hopes of sudden freedom, that the negro will be so productive an agent as under the regulations and system of slavery, which existed two hundred years? No one familiar with the character of the black races would make such a mistake, and there are 10 results so far which would cause us to make it. A fair deduction of another quarter will therefore be very safe. Thus the 4,500,000 bales must submit to be divided by two.

Here, then, we have a profitable crop of 2,250,000 bales, with the whole cotton region under full cultivation.

Is that an existing condition? Our observation, conversation and collected information from every source, leads to the belief that *not more than half of the cotton district will be cultivated*—that is, meaning by the district, the average lands of the country. More than half the number of acres may be put under cultivation; but it will not be of the richest and best lands—the prolific river bottoms. These, from the expense of working, and for other reasons, are left out. Any one who will examine the newspapers and land agencies of the South, will perceive the truth of this remark. To be on the safe side, however, assume that only one-third of the lands are uncultivated, and the crop is reduced to 1,500,000 bales.

This, in the opinion of the Editor of the *Review*, is a very fair calculation, and is based, it will be noted, upon assumptions which experienced men know to be more liberal than will probably be realized.

The figures are not likely to be increased by anything that is now to happen, and may be greatly reduced by the ignorance, neglect or desertion of the laboring forces, which, judging from the experience of all other countries, is more likely to occur than not, and reduce the crop to 1,000,000 or 1,200,000 bales.

No account is taken in the calculation of the application of white labor to cotton, beyond what was applied to it before the war. The extensive mortality of the war has made white labor at the South very scarce, and so far it is absorbed in the necessary pursuits of the mechanic arts and trade, which have been furnishing most lucrative employment. The wear and tear, and frightful destruction caused by the war, opened other channels of employment besides agricultural.

The increase of white labor at the South, so far as the next crop is concerned, from immigration, is too trifling to be taken into account. The aggregate number of laborers introduced is insignificant, and so far is largely absorbed in the cities, etc.

These are our views, and we are willing to stand by them.

Future years of emancipation may, and doubtless will, produce vastly improved results. Certainly the field is a wide one, and is open to enterprise and capital. We are among the hopeful.

It is worthy of notice that the supply of money continues very large. Dealers in fair credit have

more offered to them than they know how to employ. So far, then, we have not yet suffered by any contraction in our currency to any visible extent, and the various losses due to contraction are yet to be experienced. On the contrary, prices keep up much too long and too high for the real benefit of the people. Who would believe that those consumers, who are in the habit of buying flour or other meal, such as buckwheat, in small quantities are actually paying at the rate of \$16 per bbl. for flour, and as much for buckwheat, always until now the cheaper grain. The wrong has been pointed out again and again by the press, yet the swindle continues.

Thus, therefore, we see paper money abundant, the currency actually improving, and prices keeping up, to the great suffering of consumers of moderate means.

We see many paradoxes before our eyes as we contemplate our system of finance, and find it differing in its operations from many known rules of conduct elsewhere. It is safe to say that we are in fact returning to specie payments without much difficulty as yet, and without the prospect of much embarrassment in the future. The fall in gold is doing the business for us.

The tendency to a decline continues, and the press which favors inflation attributes the decline to the brokers themselves, who have generally resolved to lower prices on their own account. At least such is the ridiculous explanation given for the continual fall. Our 5-20s continue to rise on the foreign exchange, being now a fraction above 70.

The balance in the Sub-Treasury on Wednesday was \$91,905,285 05.

The New York exports, exclusive of specie, for the week ending March 13, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	\$3,657,542	\$3,669,361
Prev. reported	40,287,206	42,035,069
Since January 1.....	\$43,944,748	\$45,700,430

The New York imports compare as follows:

	1865.	1866.
Dry goods	\$1,302,777	\$3,898,261
Gen. merchandise	1,801,237	4,555,644
Total for the week	\$3,111,014	\$8,433,905
Prev. reported	19,554,251	53,236,902
Since January 1.....	\$22,665,265	\$61,670,807

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 85; N. Y. 7s, Bounty Loan, 98¾; Connecticut 6s, 92¾; Brooklyn 6s, Water Loan, 92; Galena and Chicago 2d mort., 95; New Jersey Central R.R., 104; do., 1st mort., 100; St. Louis, Jackson and Chicago 1st mort., 90½; Milwaukee and St. Paul, 42; do., pref., 85; Indianapolis and Cincinnati, 55; Mariposa pref., 18; Pacific Mail scrip, 109; Quartz Hill Gold, 5; Union Navigation, 101; Central Coal Co., 44; Spring Mt. Coal, 45½; Schuylkill Coal, 15½; Maryland Anthracite Coal, 17½; Wyoming Valley Coal, 44; Wilkesbarre Coal, 55; Western Union Tel., 67½; do., Russian Extension, 109; Central Bank, 107¾; Am. Ex. Bank, 111; 4th National Bank, 98; Phoenix Bank, 97; Metropolitan Bank, 121; St. Nicholas Bank, 101; 9th Na-

tional Bank, 109; Merchants Ex. Bank, 106; Shoe and Leather Bank, 111.

Philadelphia.—Reading mort. 6s, 87½; Sunbury and Erie 7s, 95; Pittsburg 6s, 67; do., 6s, 98; Allegheny County coupon 5s, 73; 13th and 15th streets R. R., 23; 10th and 11th streets, 51½; Big Mt. Coal, 5; Fulton Coal, 6½; N. Y. and Middle Coal Fields, 6; Hazleton Coal, 56; Lehigh Zinc, 31; Bank of North America, 205; Mechanics Bank, 28½; Commonwealth Bank, 52½; Farmers and Mech. Bank, 123; Commercial Bank, 55; Philadelphia Bank, 141; Dalzell Oil, 1½; Eldorado, ¾; McElrath, ¾; McClinetock, 94c.; Maple Shade, 2½; McIlheny, 1; N. Carbondale, 2; Ocean, 10; Oil Creek and Cherry Run, ¼; Sugar Valley, ¾; Sugar Creek, 2¼; St. Nicholas, ¼. The latest quotations are: City 6s, 87@87½; do., new, 91½@91¾; State 5s, 86¾@87; do., coupon, 85@86½; do., 6s, W. L., 99¾@100; Phila., Wil. and Balt., 57; Reading, 49¼@50; do., 6s, 1870, 93@95; do., bonds, 87@88; do., con., 100@107; Camden and Amboy, 115½@116; Penn. R. R., 54½@55; do., 1st mort., 95½@96; do., 2d mort., 93¼@93½; Little Schuylkill R. R., 27½@28; Morris Canal, 77¼@78; do., pref., 114@115½; do., bonds, 90@95; Wyoming Valley Canal, 58@60; do., 6s, 79¼@80¼; Susquehanna Canal, 10¾@12; do., 6s, 45@51; Sch. Nav., 21½@22½; do., pref., 28@29; do., 6s, 1882, 75½@76½; Union Canal bonds, 22¾@23; Delaware Div. Canal 34@34¼; do., bonds, 79@82; Elmira and Williamsport, 26@30; do., pref., 39@41; do., 7s, 1873, 92@95; Lehigh Coal and Navigation, 51½@52; do., bonds, 1884, 88@88½; North Pennsylvania, 35@35½; do., 6s, 84@84; Philadelphia and Erie, 29½@29¾; do., 6s, 90@93; Minehill, 54½@54¾; Catawissa, 23@23½; do., pref., 29¾@29½; Lehigh Valley, 62@62¼; do., bonds, 89¾@90¼; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 72¾@73¼; West Philadelphia, 60@69; Spruce and Pine, 34@35; Green and Coates, 31@33; Chestnut and Walnut, 51@51½; Thirteenth and Fifteenth, 20@20¼; Girard College, 25@27; Tenth and Eleventh, 51@51½; Norristown, 54@54½; Union, 23@26¼; Hestonville, 36@36¼.

Boston.—Vermont Central 2d mort., 25¼; New York and Boston Air Line 6s, 30; Stony Brook, R. R., 72; Cape Cod R. R., 66; Granite R. R., 59; Ogdensburg and Lake Champlain R. R., 36½; Conn. and Pass. Riv. pref., 70; Boston, Hartford and Erie, 20; Massachusetts 5s, 1883@1894, gold, 93¾; do., 6s, 1876, 107¼; Maine 6s, 1875, 107¼; Rhode Island 6s, 1883, 92¾; Connecticut 6s, 1882, 92¾; Albany 6s, 1888, 93¼; Chicago 7s, 1889, '86@78; do., 1881, 92½; Portland 6s, 92; Cambridge 6s, 1881, 91½; Boston Water Power Co., 25; Essex Co., 92½; Franklin Coal, 17½@18; New England Coal, 50; Belmont Coal, 6¾; Mammoth Vein Coal, 2; Blackstone Bank, 122¾; Bank of Commerce, 117½; State Bank, 107¾; Merchants Bank, 116; Suffolk Bank, 121; Eliot Bank, 118¾; Randolph Bank, 146¼; 2d National Bank, 144¼; Old Boston Bank, 68¼; Tremont Bank, 115; New England Bank, 122; Quincy Stone Bank, 108¾; Webster Bank, 108; Eagle Bank, 111½; Bay State Mining Co., 9; Great Western, 31½c.; Hancock, 15; Humboldt, 3½; Mesnard, 1¾; Petherick, 1½; Phoenix, 11½; South Side, 75c.; Star, 1.

Baltimore.—Central Ohio 1st mort., 79; Marietta

and Cincinnati bonds, 80; N. W. Va. 1st mort., 96¼; Maryland 6s, 1870, 100½; North Carolina 6s, 85; Virginia 6s, 71; Bare Hill Mining Co., 0.95; Maryland Anthracite, 16½; Am. Gas Coal, 0.60; Atlantic Coal, 1.05; Penn. Oil, 0.50; Baltimore Chrome, 0.95; Union Bank, 72¼; Franklin Bank, 12. The latest quotations are: Balt. and Ohio, 110@110¼; do., 6s, 1867, 98@100; do., 1875, 96@96; do., 1880, 95@96½; do., 1885, 97½@98; Northern Central, 44@45; do., bonds, 1885, 83½@85; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 95@95; do., 3d mort., 93@95; Marietta and Cincinnati 7s, 1891, 80@81; Central Ohio, 20@20; do., 1st mort., 77@82; Western Md. bonds, 76@79; do., guar., 97¾@98; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 95@97; do., 1873, 95@96; do., 1875, 98@99; do., 1886, 97@100; do., 1890, 98@99; do., coupon, 100@100¾; do., Park, 101@101½; do., 1892, 92@96½; do., 5s, 1838-70, 82@83; City Passenger R. R., 18@18½; Canton Co. 43½@45; Gardner, 0.80@0.80; Am. Gas Coal, 0.70@0.85; Maryland, 0.20@0.25; North State, 0.31@0.40; Springfield, 0.10@0.30; George's Creek, 106@110; Santa Clara, 8½@10½; Balt. Chrome, 0.90@0.95; Bare Hill, 0.90@1.00; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.60@0.90; Baltimore Coal, 150@200.

The Missouri Railroad.

Proposals will be received by GEN. P. JOS. OSTERHAUS, President of the Board of Commissioners of the Southwest Pacific Railroad (heretofore known as the Southwest Branch of the Pacific Railroad,) until the 9th of May next, for the purchase of said road, and all the other property, appurtenances, privileges and franchises belonging thereto. Our correspondent in Missouri, Mr. Henry Kraut, who is a mining engineer of long standing and great experience, but who has no interest whatever in railroads, in a recent letter to us, says:

"I have carefully examined all the territory through which the Southwest Branch runs, or will have to run. The reports of the geologists of Missouri are far behind the truth. The geognosie of the mining engineer and mineralogist will show more riches; and the capitalist of the East is invited to pay particular attention to that part of Missouri where the Southwest Branch will go through. I have done so, and found that there is agricultural and mineral riches not surpassed by any country in the world."

Internal Revenue Decision.

The Commissioner of Internal Revenue, in reply to a letter in relation to the stamp duty on a subscription paper where the subscribers each agreed to take stock in a railroad company, has decided that such subscription, unless the sum subscribed is paid when the list is signed, is held to create a promise to pay a definite and certain sum of money, and, therefore, each person signing his name and not paying his subscription at the time should affix and cancel a stamp appropriate to a promissory note of the amount subscribed. If a person signs the list and pays the subscription at the time, his signing the paper would be a mere memorandum, and as such would not be subject to stamp duty. If a subscription list is made in such a form as that the subscribers bind themselves to pay only in the event of a certain amount being raised, then each signature is

held to form an agreement or contract, and as such subject to a stamp duty of five cents. But if each signer agrees to pay unconditionally, then each creates a new instrument subject to a stamp duty as a promissory note.

To Contractors.

The North Missouri Railroad Co., St. Louis, Mo., will receive proposals until the 20th of April for the construction of the Extension of their road from Macon City to Iowa, and from Moberly to Brunswick—in all 98 miles. Bids will be received for one mile and upwards, or for the whole work. Proposals will also be received at the same time and place for the superstructure of bridges, iron or wood, of spans to vary from 20 to 200 feet.—See Advertisement.

MESSRS. GREENLEAF, NORRIS & Co., having established themselves in new and elegant apartments at No. 6 New Street, (Stock Exchange Building) are prepared to transact any business committed to their charge. Gold, Government, State, City, Railroad, etc., Securities bought and sold on commission. These gentlemen have been too long and favorably known on the street, to require any recommendation at our hands.

We understand that the North Missouri Railroad Company are taking private bids for a bridge over the Missouri river, which will cost, at a guess, \$500,000. The fact has not been officially announced for the reason that the examination for foundations are not completed.

We invite the attention of our readers to the card of Messrs. VERMILYE & Co., in our present issue. Having enlarged and newly fitted up the apartments so long occupied by them at No. 44 Wall St., they are prepared to execute all orders for the purchase and sale of stocks, bonds, etc., which may be entrusted to them. Dealers in all classes of Government Securities. Compound Interest Notes, etc., bought and sold. Orders executed at the Regular Stock Exchange.

Erie vs. Illinois Coal.

The following are the results of a trial made with different coals on the Chicago and Rock Island Railroad:

1,083 bush. Erie Coal ... } ran the same distance.
1,831 bush. Illinois Coal. }

Erie Coal Costs.		Illinois Coal Costs.	
On the rail....	\$8 22½	At Peru.....	\$4 50
Wheeling	40	Pit, say half	
Loading on tender	28½	tariff rate... 1 12½	
		Loading	28½

Total\$8 91 | Total....\$5 91

To run the same number of miles, Erie Coal costs \$386 10; Illinois Coal costs \$432 91—equal to 12½ per cent. in favor of Erie Coal. Or Erie Coal at \$8 91, and Illinois Coal at \$5 27 are equal.

The number of miles run was 2,967; and the miles per bushel; Erie Coal, 2.87-100; Illinois Coal, 1.62-100.

Covington and Ohio Railroad.

The bill authorizing the construction of this important work has passed the Legislatures of Virginia and West Virginia in substantially the same form. A commission of five persons from each State will have charge of the whole subject, and will have authority to grant the charter to any company of capitalists who will give proper assurances that the road shall be promptly and efficiently built.

Railroad Earnings--Weekly.

The earnings of the Chicago and Northwestern Railway for the first week in March, 1866, were.....\$117,455 61
Corresponding week of previous year. 115,860 39

Increase\$1,595 22

The earnings of the Chicago and Rock Island Railroad for the 1st week in March, 1866, were.....\$55,172 00
Corresponding week of previous year.. 76,917 00

Decrease\$21,745 00

The earnings of the Michigan Central Railroad for the 1st week in March, 1866, were..\$75,923 56
Corresponding week of previous year.. 74,339 48

Increase\$1,584 08

The earnings of the Grand Trunk Railway for the week ending March 3, 1866, were:

Passengers\$33,506 00
Express, freight, mails and sundries.. 4,750 00
Freight and live stock..... 87,770 00

Total\$126,026 00
Corresponding week, 1865 122,189 00

Increase\$3,837 00

The earnings of the Western Union Railroad, for the week ending March 7, 1866:

	1866.	1865.
From freight	\$4,066 34	\$3,839 19
" passengers.....	3,357 82	3,147 47
" express	250 09	162 80
" mail.....	296 58	296 58

Total.....\$7,970 74 \$7,446 04

Receipts from Jan. 1, to March 7:

1866\$39,077 81
1865 88,427 09

Increase\$650 72

The traffic of the Great Western Railway for the week ending Mar. 9, 1866, was as follows:

Passengers\$31,881 07
Freight and live stock..... 44,338 85
Mails and sundries..... 2,457 28

Total\$78,677 20
Corresponding week of 1865 43,463 85

Increase\$35,213 34

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of February, 1866:

LAND DEPARTMENT.

Acres Construction Lands		
Sold	9,177.13 for	\$92,806 94
Acres Int. Fund Lands		
sold.....	322 84 for	4,838 54
Acres Free Lands sold..	320.00 for	4,658 20

Total sales during month of Feb., 1866 9,819.97 for \$102,303 68
To which add Town Lot Sales..... 400 00

Total of all\$102,703 68

Cash collected in February.....\$115,549 53

TRAFFIC DEPARTMENT.

Receipts from Passengers.....	\$167,908 56
do. Freight.....	323,761 00
do. Mails.....	6,358 33
do. Rent of Road.....	4,000 00
do. Other Sources.....	10,000 00

Total Receipts in month of Feb., 1866..\$512,027 89
Total Receipts in month of Feb., 1865. 528,972 00

The earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the month of Feb., compared with the same period last year, have been as follows:

	1865.	1866.
From freight.....	\$410,806 50	\$290,380 06
" passengers.....	241,129 98	158,562 46
" express matter..	9,782 60	8,512 50
" mails.....	7,825 00	7,825 00
" rent of railway..	7,083 33	7,083 33
" miscellaneous..	1,876 90	2,374 95

Total\$678,504 31 \$474,738 30

Earnings Jan. 1st, to

Feb. 28.....\$1,368,648 50 \$1,030,226 78

The earnings of the Milwaukee and Prairie du Chien Railway for the month of Feb., 1866, were.....\$84,897 44
Corresponding month of previous year 74,283 18

Increase\$10,614 26

The earnings of the Chicago and Alton Railroad for Feb., 1866, were.....\$207,913 01
January 1865 275,822 49

Decrease.....\$67,909 48

The earnings of the St. Louis, Alton and Terre Haute Railroad for the month of Feb., 1866, were.....\$155,893 13
Corresponding month of previous year 153,771 86

Increase\$2,121 27

The earnings of the Toledo, Wabash and Western Railroad for the month of Feb., 1866..\$194,166 80
Corresponding month of 1865..... 139,171 23

Increase\$54,995 57

Missouri State Debt.

We give below a copy of the recent act of the Legislature of the State of Missouri for the conversion of the Railroad indebtedness of the State, with the accrued interest thereon to January 1, 1868, into Consolidation bonds, for the gradual payment of the interest on the same after that date, and the final redemption of the principal:

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. To provide for the funding of the principal and interest now due and unpaid, and interest accruing up to Jan. 1, 1868, of the railroad indebtedness of the State of Missouri, the Governor is hereby directed to cause to be issued consolidation bonds of the State of Missouri, in sums of one thousand dollars each, to be dated on the 1st day of January, A. D. 1868, and payable thirty years thereafter, with coupons attached for the interest thereon, payable semi-annually, as follows, to wit: at the rate of 3 per cent. per annum for the first four years, at the rate of 4 per cent. per annum for the next four years, at the rate of 5 per cent. per annum for the next four years, at the rate of 6 per cent. per annum for the next six years, at the rate of 7 per cent. per annum for the next four years, at the rate of 8 per cent. per annum for the next four years, and at the rate of 9 per cent. per annum for the last four years.

The principal and interest coupons shall be payable at the Bank of Commerce, in the City of New York, or such other bank as the General Assembly shall hereafter designate. The total amount of the consolidation bonds so to be issued shall not exceed thirty millions of dollars.

The said bonds shall be signed by the Governor countersigned and sealed with the seal of the State by the Secretary of State, and shall be registered in the office of the State Auditor, and the faith and credit of the State are hereby pledged for the payment of the interest and the redemption of the principal thereof.

SEC. 2. The said bonds shall be issued for the

single object of consolidating the present railroad indebtedness of the State, and shall be used only in exchange for the bonds heretofore issued by the State, as well as those guaranteed by the State in aid of certain railroad companies, as follows: For the seven thousand bonds in aid of the Pacific Railroad Company; for the four thousand five hundred bonds in aid of the Pacific Railroad Company, for the Southwest Branch thereof; for the four thousand three hundred and fifty bonds in aid of the North Missouri Railroad Company; for the three thousand five hundred and one bonds in aid of the St. Louis and Iron Mountain Railroad Company; for the six hundred and fifty bonds in aid of the Cairo and Fulton Railroad Company; for the seven hundred bonds in aid of the Platte County Railroad Company, and for the interest on all of said bonds, as aforesaid; and also, in exchange for the revenue bonds now outstanding and unpaid, together with interest thereon.

SEC. 3. The holders of the bonds aforesaid shall, at any time after the passage of this act, have the privilege of exchanging said bonds and the unpaid coupons thereof, and those maturing up to and including January 1, 1868, for a like amount in consolidation bonds, in the manner following: the bonds to be exchanged for consolidation bonds shall be surrendered to the State Auditor, who shall cancel said bonds and coupons, and indorse such canceled bonds with the words "exchanged for consolidation bonds," which indorsement shall be attested by the Secretary of State. The State Auditor shall deliver, in lieu of the bonds so canceled, consolidation bonds to the full amount of said bonds and interest coupons unpaid up to and including those of Jan. 1, 1868: provided, that for any balance less than one thousand dollars, the State Auditor shall give in exchange certificates of indebtedness, which shall be convertible into consolidation bonds whenever presented in sums of not less than one thousand dollars. These certificates of indebtedness shall be signed and sealed by the Secretary of State and countersigned by the State Auditor, who shall keep an accurate register of all the bonds canceled, and of all the consolidation bonds as well as certificates countersigned by him and delivered in exchange.

SEC. 4. To provide for the certain and prompt payment of the semi-annual interest of these consolidation bonds, a tax of one-quarter of one per centum on all real estate and other property and effects subject to taxation, which is required to be collected under the provisions of the convention ordinance of April 8, 1865, entitled "an ordinance for the payment on State and railroad indebtedness," is hereby levied, and shall be assessed and collected for the year A. D. 1868, and every year thereafter, and shall be sacredly applied towards the payment of said interest coupons; and any surplus remaining shall go into a sinking fund, which is hereby created for the payment of the principal, and said sinking fund shall be invested in the consolidation bonds of the State of Missouri, but shall not be diverted or applied to any other purpose.

SEC. 5. Any sums which may be received by the State from the Pacific Railroad and the Southwest Branch thereof, the North Missouri Railroad and its west branch, the St. Louis and Iron Mountain Railroad, the Platte County Railroad, the Cairo and Fulton Railroad or either of them, whether on account of interest or principal of the debt due the State by said roads respectively, or of the tax provided for in the Convention ordinance of April 8, 1865, or any part thereof, or of any other tax which may hereafter be imposed, levied and assessed on any of the said railroads, and the proceeds of the sale of any of these railroads respectively, in payment of which any bonds or other obligations of this State are receivable by law, shall likewise be receivable in the consolidation bonds issued under this act and in the matured coupons thereof, and be placed to the credit of the sinking fund.

SEC. 6. The foregoing section, or any part of this act, shall not be so construed as to affect in any manner the relation of those railroads to the

State, nor so as to relieve the said railroads of any of their obligations to pay interest and principal for which the State holds a lien on said railroads.

Sec. 7. The privilege of bondholders to have their bonds and coupons exchanged for consolidation bonds, as provided in section three of this act, shall expire on the first day of January, A. D. 1869.

Sec. 8. The Secretary of State and State Auditor are hereby authorized to employ such additional clerical force as may be necessary, in the performance of the duties required of them by this act. And any other expense necessarily to be incurred under the provisions of this act shall be paid out of the treasury, and charged to the State interest fund.

TABLE.

Showing the Amount of the Consolidated Railroad Debt of the State of Missouri, Jan. 1, 1868.

	Principal.	Accrued interest.	Total.
Pacific Railroad.	\$7,000,000	\$2,940,000	\$9,940,000
Southwest Br...	4,500,000	2,080,000	6,580,000
North Missouri.	4,350,000	1,827,000	6,177,000
Iron Mountain..	3,501,000	1,470,420	4,971,420
Cairo and Fulton	650,000	273,000	923,000
Platte County ..	700,000	294,000	994,000
Revenue Bonds (for interest of 1859).....	431,000	232,630	663,630

Total.....\$21,132,000 9,067,050 30,199,050

From which total there is to be deducted the amount paid in coupons and bonds by the several State banks and by the late owners of the Platte County Railroad, being about \$200,000.

The above is a correct statement.

A. THOMPSON, State Auditor.

The local indebtedness, growing out of the War, classed as ahead of the Public Debt, is thus referred to in the report of the Joint Select Committee on the State Credit, which accompanies their Funding Bill.

The first class is known and distinguished as the war debt, and for its payment the State has issued and will issue Union Military Bonds, and has provided for the payment of the same by law, making them receivable for taxes, and levying the tax to an amount that will insure their payment on or before the first day of January, 1868. The war debt has been considered and treated in commercial language, as a preferred debt, the justness of which the creditors and the people of this State have not for a moment questioned, regarding the expenditure in the light of salvage to the endangered ship; or in other words, a debt created, the effect of which was to preserve and indemnify the bonds that were issued by the State prior to the war. The second class is known and distinguished as the bonded or railroad indebtedness of the State, and which will amount in principal and interest, exclusive of the bonds issued to the Hannibal and St. Joseph Railroad, on the 1st day of January, 1868, to thirty millions of dollars. The interest coupons on the bonds loaned to the Hannibal and St. Joseph Railroad Company having been promptly paid at maturity by that company, your committee do not consider it an indebtedness for which they are called upon to provide.

The following statement will show the number of hogs packed in Cincinnati, the average weight, and yield of lard, in each of the last six seasons:

Year.	Number.	Av. Weight.	Yield of Lard.
1860-'61	433,799	221 5-35 lbs.	28 9-16 lbs.
1861-'62	474,467	224 23-34	29 5-18
1862-'63	608,457	203	25 21-28
1863-'64	370,622	188 11-12	23 1-8
1864-'65	350,600	201 1-8	24 1-5
1865-'66	354,079	238 18-31	32 18-25

The increase in the average weight in the past over the preceding season has been nearly 19 per cent., and in lard 37 per cent.

Car Wheels.

Perhaps in nothing is the traveling public more interested than the safety of car wheels, and the best mode of producing a car wheel which will be the most secure from accident, is a subject of vital interest to every railroad management. Many of the worst accidents occur from the breaking of the flange of the car wheel, and which if made of cast iron is always liable to break. Wrought iron which is undoubtedly the best, has never to any considerable extent been used in this country. Next to that, should be strictly cold blast charcoal iron remelted only in a Reverberatory Furnace. No good car wheel can be made from iron remelted in a Cupola Furnace. In all cases the iron if of good quality will degenerate and assume all the appearances, qualities and tenacity of common anthracite iron, if used in a Cupola Furnace bring in contact with the coal the same as in an anthracite blast furnace, the melted iron carrying with it the sulphur and other impurities of the coal which co-mingles with the fluid iron, besides the unequal melting of hard or soft pig will not produce a uniform casting from the same heat or melt.

Iron remelted in a Reverberatory Furnace, does not come in contact with the coal, and is collected in a common pool before casting commences, when it becomes thoroughly mixed, before casting or pouring commences. It is by the process of remelting increased in tensile strength many thousand pounds to the square inch, while by the cupola process of remelting it loses in tensile strength many thousand pounds to the square inch.

The cupola mode is the cheapest, and hence the desire to have cheap wheels has led to this almost universal mode of producing car wheels upon which the safety of railway trains and of the life of travelers so much depends. I fear the subject has not been fully inquired into by railroad managers. If what I have said will arrest their attention, I am satisfied that their inquiries will result in a total abandonment of the cupola system of casting.

SAFETY.

Chesapeake and Ohio Canal.

The canal is being prepared for the spring trade and will probably be opened by the 20th. It is confidently expected that the amount of coal to be transported over this channel during the coming season will be much greater than ever before. About fifteen new boats are on the stocks at the different yards in this city, and every preparation has been made for a heavy trade.—*Cumberland Civilian*.

The tunnel for the Junction Railroad, Philadelphia, has been finished to the north side of Market street, and about forty feet tunneling more will complete the work. It is probable that by the 1st of May, cars will be able to pass through it. The work has been prosecuted with vigor, though, from the character of it, considerable time has been consumed in its construction.

The citizens of Utica have accepted the act passed by the Legislature of this State on the 19th ult., authorizing the city to take stock in the Utica, Chenango and Susquehanna Valley Railroad Company, and to sell its bonds to provide for the payment of the same. The amount of bonds to be issued is not to exceed \$500,000, for a term not exceeding 20 years, at a rate of interest not exceeding 7 per cent. per annum.

British North American Provinces.

The area and population of the various British North American Provinces in 1861, was as follows:

	Square miles.	Population.
Canada.....	350,000	2,506,755
New Brunswick	27,037	252,047
Newfoundland	33,850	122,638
Nova Scotia	17,279	330,867
Prince Edward's Island...	2,127	80,867
British Columbia	236,500	95,000
Total	666,803	3,388,164

The confederation of these provinces has long been a favorite project in Canada, while it has been strenuously opposed by Nova Scotia, Newfoundland, and the other maritime provinces. This opposition, however, seems to be wearing away, as the Newfoundland Legislature has recently decided in favor of it by a large majority. The probabilities of a great confederation being formed upon the north of the United States are not, therefore, as remote as they were; and the other maritime provinces may be expected at some future day, to decide in its favor, as Newfoundland has done.

Saratoga and Hudson River Railroad.

The new railroad between Athens and Schenectady, which has been in the course of construction, is now completed, and ready for business on the opening of navigation. It is thirty-eight miles in length from where it leaves the New York Central track two miles east of Schenectady to its terminus one mile north of Athens, on the west bank of the Hudson River.

Northern (Illinois) Railway.

The following gentlemen have been elected directors of this company for the ensuing year: J. A. Sleeper, L. L. Cond, Merrill Ladd, Henry T. Fuller, Cornelius Price, E. H. Mason, George Strong, S. C. Tuckerman, Darwin Andrews, G. A. Thomson, D. W. Dame, E. P. Barton, and A. B. Partridge. G. A. Thomson, of Racine, Wis., was elected President, and Merrill Ladd, of Chicago, Secretary and Treasurer.

Northern Pacific Railroad.

A dispatch from Washington says that "The House Committee on the Pacific Railroad has reported a bill in favor of the Northern Pacific line, providing for a guaranty by the Government for twenty years of the interest upon a portion of the stock on the security of the lands granted to the company and the income of the road."

The Government of Nova Scotia have arranged with Mr. Fleming for the completion of the Pictou Railway which they found it necessary to take off the hands of contractors. The making of this arrangement necessitated Mr. Fleming's resignation of the position of Chief Engineer, and a Mr. McNab has been appointed in his place. The amount to be paid is \$2,116,500.

The Norfolk Virginian says: "The freight trains of the Norfolk and Petersburg Railroad are bringing cotton into this city from Griffin, Ga., and Memphis, Tenn. We understand that one thousand bales, destined for the steamer Ephesus, will arrive by the same route, in time for her departure to Liverpool."

The Delaware and Raritan Canal was opened on the 15th inst.

Philadelphia and Erie Railroad.

The Governor of Pennsylvania has vetoed the bill recently passed by the Legislature, authorizing the Philadelphia and Erie Railroad Company to extend its branches into adjoining counties etc.; taking the ground that the privileges accorded by the bill is an infringement of private rights, and that its operation would be conducive to the fostering of monopolies, instead of the promotion of general prosperity.

The ordinance providing for a subscription on the part of the city of Baltimore to \$200,000 of the capital stock of the Western Maryland Railroad Company, in order to secure its completion to Hagerstown, has passed both branches of the city council.

D. C. Coolman, Esq., has been appointed Chief Resident Engineer of the Atlantic and Great Western Railway; headquarters at Meadville, Pa.

Mr. Grinnell from the New Jersey Locomotive Works, has been appointed Purchasing Agent, and Superintendent of the Locomotive and Car Departments.

I. G. OGDEN JR., Esq., of the Banking House of Messrs. ROBINSON & OGDEN, No. 4 Broad street, has been unanimously elected a member of the New York Stock Exchange.

John S. Barbour, Esq., has been elected President of the Orange and Alexandria railroad company.

Cattawissa Railroad.

The receipts of this road for the year ending October 31, 1865, were \$370,223 33; and the payments, \$252,170 54, viz: for maintaining and operating road, \$220,636 12; interest, \$20,800; State tax on capital and tonnage \$2,102 91; United State tax \$8,631 51.

The Ottawa and Prescott Railway Bridge is rapidly approaching completion, and consists of an arch and chord of four spans of one hundred feet each, the piers being of solid masonry.

The officers of the Brockville and Ottawa railway are: John G. Richardson, President; H. Abbott, Vice-President; J. W. B. Rivers, J. L. McDougall, A. McArthur, J. N. Travers, A. B. Dana. W. R. Worsley was elected Secretary and Treasurer.

The Norfolk and Petersburg Railroad is now in good working order, the trains running regularly and making daily connections with the steamers on the bay route from Baltimore.

The contractor, J. A. Boyd, broke ground on section 11, (the summit of Parr's Ridge) of the Metropolitan Branch of the Baltimore and Ohio Railroad on the 25th ult.

We see it stated that the Hudson River Railroad Company have ordered six thousand tons of Steel Rails, sufficient to lay sixty miles of road, and as the iron wears out it is to be replaced by steel. They cost twice as much, and will wear ten times as long as iron.

The Utica Observer says that \$50,000, the amount required by the Utica and Black River Railroad Company as a condition of extending their road from Boonville to Lyon's Falls, has all been taken. About \$10,000 of the subscription was by citizens of Carthage.

PARDOW, DOUGHTY & Co.

STOCK BROKERS,

No. 43 Exchange Place,

(After May 1st at No. 10 Wall St.,)

NEW YORK,

Buy and Sell, on Commission, at the New York Stock Exchange, all descriptions of Stocks, Bonds, and Government Securities.

They are also prepared to execute orders for the purchase and sale of Petroleum and Mining Stocks and Gold.

ROBT. PARDOW, Jr.,
Member New York Stock Exchange.
WM. S. DOUGHTY.
ROBT. BOLLING.

MANHATTAN**Life Insurance Company,**

No. 156 Broadway, New York.

(New Marble Building.)

Cash Capital and Accumulation over

\$1,800,000

The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 50 per cent. on the whole premium paid.

The dividends are paid in the life-time of the assured, thus adding them to pay future premiums.

POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.

C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec.

S. N. STEBBINS, Actuary.

FIFTEENTH ANNUAL REPORT

OF THE

MANHATTAN**LIFE INSURANCE COMPANY**

Of New York.

JANUARY 1, 1866.

Net assets, January 1, 1865.....\$1,823,724 77

RECEIPTS DURING THE YEAR.

For premiums, extra premiums,	\$1,104,919 13
&c.....	136,800 52
For interest and rents.....	39,877 56
For interest and rents accrued ..	1,281,597 21
	\$3,106,321 98

DISBURSEMENTS.

Paid Claims by death on Policies	\$205,144 55
an' Bonus, and payment of	
Annuities.....	191,932 70
Paid Expenses, Salaries, Taxes,	
Revenue Stamps, Medical Ex-	
aminer's Fees, Commissions, &c.	89,063 93
Paid Dividends, Re-Insurance,	
Purchased Policies and Bonus,	
Interest on Dividends, &c.....	486,181 18
	\$2,619,190 80

ASSETS.

Cash in Bank and on hand.....	\$43,559 09
Bonds and Mortgages.....	324,375 00
Real estate.....	57,350 00
Premium Notes on Policies in	
force.....	1,041,261 41
(The actual estimate of the Pol-	
icies which secure these notes is	
about \$1,500,000.)	
United States and New York	
State Stocks, cost.....	449,181 75
Quarterly and Semi-Annual	
Premiums deferred, and Pre-	
miums and Interest in course of	
collections and transmission....	368,928 90
Temporary Loans on Stocks and	
Bonds.....	298,965 00
(Market value of the Securities,	
\$361,018 50.)	
Interest accrued to date, and all	
other property.....	45,569 56
	\$2,619,190 80

Advantages of this Company over other Companies.

Dividends in cash annually.

Forty per cent. dividend declared 1st January, 1866.

Notes taken for half the annual premiums.

Expenses less than those of any "all cash" Company.

Ten years non-forfeiting Life and Endowment Policies

issued.

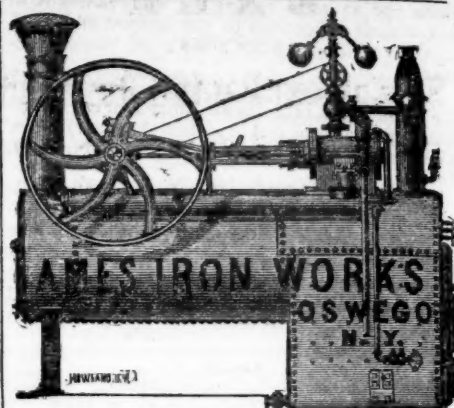
Policies incontestable.

HENRY STOKES, President.

C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec'y.

S. N. STEBBINS, Actuary.



We have now Manufactured Portable and Stationary Steam Engines, from four to forty Horse Power, adapted to all purposes where Steam Power is required. Also Steam Pumps and Fire Engine, for use on board Vessels, in Factories, Mills and Public Buildings as Boiler Feeder, Blige Pump or Fire Pump. It can be used to drive a Blower or other Light Machinery; and mounted on Small Portable Boilers, it forms a most suitable Pumping Engine for Wood and Water Stations on Railroads. Paye's Patent Trip Hammers, especially adapted to Railroad Shops. Send for Circular to

Ames' Iron Works, Oswego, N. Y.
Or No. 4 Dey St., New York.

OFFICE WELLS, FARGO & Co.,
No. 84 BROADWAY, NEW YORK.

TELEGRAPHIC TRANSFERS OF MONEY TO CALIFORNIA AND OREGON.

Exchange for Sale on

SAN FRANCISCO,**LONDON,****DUBLIN and****PARIS.**

in sums to suit.

WELLS, FARGO & CO.**Raritan and Delaware Bay RAILROAD.**

On and after Monday Feb. 12th, the Express Train will be Discontinued.

THE STEAMER WILL LEAVE PIER No. 5, North River, daily (Sundays excepted), at 3 P. M., connecting with train for Manchester, Toms River, Long Branch, &c., &c.

Freight for Camden and Intermediate Stations

will be taken at LOW RATES on the 4 o'clock line, reaching Camden the next morning.

J. N. POTTER, President.

NOTICE TO HOLDERS OF THE BONDS

OF THE

Vicksburg, Shreveport and Texas Railroad Co.

NOTICE is hereby given that the undersigned, are ready to pay the distributive or pro rata shares of the amount of the price bid for the property of the Vicksburg, Shreveport and Texas Railroad Company, at Sheriff's sale on 3d February, 1866; and that Joseph F. McGuire, will pay said sums on presentation to him at Monroe, La. The following bonds were taken from the Company's safe by the U. S. Marines, and were never sold by the Company:

No. 51	having	29 coupons attached
No. 76 to 89 inclusive	" ea.	40 "
No. 98	"	40 "
No. 672 to 700	"	40 "
No. 808 to 1000	"	40 "
No. 1101 to 1150	"	40 "
No. 1451 to 1600	"	40 "
No. 1701 to 1968	"	40 "

JNO. T. LUDELING & Associates
February 10, 1866.

SALE

OF THE

Southwest Pacific Railroad,

Heretofore called the Southwest Branch of the Pacific Railroad.

OFFICE OF THE BOARD OF COMMISSIONERS FOR THE
SOUTHWEST PACIFIC RAILROAD,
St. Louis, Mo., March 2, 1866.

THE UNDERSIGNED HEREBY GIVE PUBLIC notice that, in pursuance of an act of the General Assembly of the State of Missouri, entitled "An act to provide for the sale of certain Railroads and property by the Governor, to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch Pacific, the Platte County, the St. Louis and Iron Mountain, and the Cairo and Fulton Railroads, of Missouri," approved February 19th, 1866, the undersigned have been duly appointed, confirmed, qualified and established a Board of Commissioners, under the terms and provisions of said act, with full authority to take possession of, manage and operate said Southwest Pacific Railroad, (heretofore called the Southwest Branch of the Pacific Railroad,) and to buy in and resell, or to sell and dispose of the same to others, with all and singular, the lands heretofore appropriated to the construction of said railroad and belonging to the Pacific Railroad, for the use and benefit of said Southwest Branch, at the time of its default, as provided by the act of said General Assembly, entitled "An act to accept a grant of land made to the State of Missouri by the Congress of the United States, to aid in the construction of certain railroads in this State, and to apply a portion thereof to the Pacific Railroad," approved December 25th, 1852; also, with all and singular the rolling stock and other personal property, machine shops, depots, real estate, leasehold or other interest therein, and all the rights, privileges and franchises to said Southwest Pacific Railroad (heretofore known as said Southwest Branch of the Pacific Railroad) appertaining or in any wise belonging.

And the undersigned, Commissioners as aforesaid, in further pursuance of the terms said act, approved February 19th, 1866, do hereby invite written and sealed proposals for the purchase of said Southwest Pacific Railroad, (heretofore known as the Southwest Branch of the Pacific Railroad,) and all the other property, appurtenances, privileges and franchises aforesaid; in which proposals must be stated the price bid for the same, and that such proposal is based upon the following terms and conditions, viz:

First, The price or consideration bid, shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first instalment payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually; provided that all sums bid, may be paid at any time, in either cash or the bonds or other liabilities of the State, or bonds guaranteed by the State.

Second, The roads and all rolling stock belonging thereto, shall be kept in good serviceable condition, during the progress of the work, to completion of said roads.

Third, The said Southwest Pacific Railroad (formerly known as the Southwest Branch of the Pacific Railroad) shall be finished to a point opposite the town of Lebanon, in Laclede county, within three years; to the town of Springfield in Greene county, within four years, and to the western line of the State, in five years after the date of sale; and that if the bid be accepted, the bidder or bidders shall expend at least five hundred thousand dollars in each and every year between the date of sale and date fixed for the completion aforesaid in the work upon the graduation, masonry or superstructure of said extension. Provided, that the faithful annual expenditures required as aforesaid, shall entitle the Company to an extension of time of payment of principal of purchase money due, that year, until two years after maturity of last instalment; and provided, that an annual statement of expenditures on the road shall be made under oath by the Treasurer and two Directors thereof, and filed with the Secretary of State.

Proposals will be received until the 9th day of May, A. D. 1866.

They must be directed to P. Jos. Osterhaus, President of the Board of Commissioners of the Southwest Pacific Railroad, St. Louis, Mo., and endorsed "Proposals for purchase of Southwest Pacific Railroad."

Awards must be approved by the Governor before they will be binding upon the State.

The undersigned Commissioners, as aforesaid, reserve the right to reject any and all proposals not satisfactory. Copies of the act, approved February 19th, 1866, under which this Board is acting, can be obtained upon application to the Commissioners.

As soon as practicable a catalogue of the rolling stock and personal property to be sold, will be issued, and can also be had upon application to the Commissioners.

P. JOS. OSTERHAUS,
ROBT. J. McRELHANY,
A. W. MAUPIN,
Board of Commissioners.

St. Louis, March 2d, 1866.

8111

**GREAT BEND PATENT SCALES.**

No. 8 Courtlandt Street, New York.

SAVAGE & CURTISMANUFACTURE ALL KINDS OF
UNITED STATES**Standard Scales.**

Hay, Railroad,

Platform, Grocers', and
FAMILY SCALES.

(Every Scale Warranted.)

No. 8 Courtlandt Street, N. Y.

TO RAILROAD CONTRACTORS.

North Missouri Railroad EXTENSION

FROM MACON CITY TO IOWA
AND

FROM MOBERLY TO BRUNSWICK.

SEALED PROPOSALS WILL BE RECEIVED until three o'clock on the 20th day of April, 1866, for the grading and masonry on fifty-three miles of road, beginning about eleven and a half miles north of Macon City, the grading having been completed for eleven miles and a half north of Macon City.

Also, for the grading and masonry of about forty miles of road from Moberly to Brunswick, a portion of which has already been graded.

Bids will be received for one mile and upwards or for the whole work, and the bids will be opened by the Board of Directors in the presence of the bidders at noon on the 21st of April, 1866.

Proposals will also be received for the superstructure of bridges, iron or wood, of spans to vary from twenty to two hundred feet.

Persons are requested to make their bids for payments in cash or in the first mortgage bonds of the Company, bearing seven per cent. per annum interest.

For all further information desired, address

J. B. MOULTON,

Chief Engineer, St. Louis, Missouri,

Or apply at his office, up stairs, North Fourth Street, No. 159.

The Directors reserve the right to reject or accept any bid offered
ISAAC H. STURGEON,
6111 President.

Pacific Mail Steamship COMPANY.

NOTICE TO SHIPPERS

To South and Central American Ports.

HAVING CONCLUDED ARRANGEMENTS WITH THE

PACIFIC STEAM NAVIGATION COMPANY,

and the

CENTRAL AMERICAN STEAMSHIP COMPANY,

We are now prepared to receive and forward with DESPATCH all kinds of goods to and from points on the SOUTH PACIFIC and CENTRAL AMERICAN COAST, under THROUGH BILLS OF LADING, at

GREATLY REDUCED RATES.

For further particulars, classification of goods, and rates, apply at our office,

No. 84 Broadway, N. Y.

WELLS, FARGO & CO.,

SOLE FREIGHT AGENTS, P. M. S. S. CO.

UNITED STATES STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,**Steel Pen Manufacturers,**WAREHOUSES, { 408 ARCH ST., Philadelphia.
{ 42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.**LIMBERT & LELAND BROTHERS,**

17 NASSAU STREET,

Dealers in Government and**OTHER SECURITIES****AND SPECIE,****BROKERS IN FOREIGN EXCHANGE,**

COMMERCIAL PAPER NEGOTIATED.

COUPONS, DIVIDENDS, ETC., COLLECTED.

JAY COOKE,
WM. G. MOOREHEAD,
H. D. COOKE,

{ H. C. FAHNESTOCK,
{ EDWARD DODGE,
{ PITT COOKE.

JAY COOKE & Co.,**BANKERS.**

In connection with our houses in Philadelphia and Washington we have this day opened an office at No. 1 Nassau, corner of Wall Street, in this city.

Mr. EDWARD DODGE, late of Clark, Dodge & Co., New York, Mr. A. C. FAHNESTOCK, of our Washington House, and Mr. PITT COOKE, of Sandusky, Ohio, will be resident partners.

We shall give particular attention to the PURCHASE, SALE, and EXCHANGE of GOVERNMENT SECURITIES of all issues; to orders for purchase and sale of STOCKS, BONDS and GOLD, and to all business of National Banks.

JAY COOKE & CO.

March 1, 1866.

BARROW HÆMATITE STEEL CO., LIMITED.



**BARROW IN FURNESS,
LANCASHIRE, ENGLAND.**

MANUFACTURERS OF

Steel Rails, Tyres, Wheels, Axles,

Shafting, Boiler Plates, Ship Plates, &c., &c.

CHAS. CONGREVE & SON,

SOLE AGENTS.

NO. 8 BROAD STREET, NEW YORK.

C. SHALER SMITH,
Late Eng'r and Arch't of Pow-
der Mills and Gov't Works,
Augusta, Ga.

C. H. LATROBE,
Late Chief Eng'r Penna-
cola and Georgia
Railroad.

SMITH & LATROBE,
Civil Engineers and Bridge Builders,

WITH
Benjamin H. Latrobe,
Late Chief Eng'r BALTIMORE & OHIO R. R.
CONSULTING ENGINEER,
No. 7 Law Buildings, Baltimore, or Charlotte, N. C.

Langdon Rolling Mill Co.,

AT SPUYTEN DUYVIL, N. Y.,
OFFICE: 141 BROADWAY, NEW YORK.
New Rail and Chair Iron furnished. Also Re-rolling
on favorable terms.

J. LANGDON, President.

RICHARD W. TYSON & CO.,
Baltimore Rivet & Spike Works,
BALTIMORE, MD.
MANUFACTURERS OF
HOOK AND FLAT HEAD
RAILROAD SPIKES,
BOILER AND TANK RIVETS, BRIDGE BOLTS, &c.,
All of Best Quality Iron.

Washington Iron Works,
NEWBURGH, N. Y.

ORDERS SOLICITED FOR ALL DESCRIPTIONS OF

RAILROAD CARS.

PASSENGER, BAGGAGE, MERCHANDISE, FLAT
BOTTOM, GONDOLA, COAL & ORE CARS.

We also manufacture MARINE, STATIONARY and
PORTABLE STEAM ENGINES and GENERAL MA-
CHINERY, HEAVY FORGINGS, WROUGHT IRON
RAILROAD BRIDGES, STEAM BOILERS, SUGAR
CANE MILLS, SUGAR PANS, CLARIFIERS, and
REFINING MACHINERY, CIRCULAR SAW MILLS
IRON and BRASS CASTINGS, &c. &c.

HOMER RAMSDELL, President.

GEO. M. CLAPP, Treasurer.

JOS. BELKNAP, Superintendent.

Address

Washington Iron Works,
Newburgh, N. Y.

IMPORTANT TO CONSUMERS OF STEAM.

FUEL ECONOMIZED

AND

POWER OF STEAM INCREASED.

CARVALHO'S

IMPROVED SUPER-HEATER,

Prevents "Priming" in Boilers, and Economizes from
20 to 30 per cent. of the fuel used.

This invention, awarded a **SILVER MEDAL** at the
Fair of the American Institute, 1885, IS SIMPLE IN
CONSTRUCTION, and is easily attached at small
cost to boilers in use, OR TO LOCOMOTIVES,
greatly increasing their economy and efficiency. It will
furnish pure steam of a moderate temperature for use in
engines, or when required, produces, without the least
fear of decomposition, highly Super-Heated Steam, for
Chemical and Manufacturing purposes, fumigating ships,
&c. Persons interested in the use of Steam, are invited
to call upon, or address the subscriber, who is the sole
Agent for the United States.

HENRY W. BULKLEY,
Consulting Engineer,
57 Broadway, New York.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER FOOT OF
Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st
of every month (except when those dates fall on Sunday,
and then on the preceding SATURDAY), for ASPINWALL,
connecting, via Panama Railroad, with one of the Com-
pany's steamships from Panama for SAN FRANCISCO,
touching at ACAPULCO.

March. Connecting with
1st. ARIZONA, GOLDEN CITY,
16th. HENRY CHAUNCEY, COLORADO,
21st. NEW YORK, CONSTITUTION.

Departures of 1st and 21st connect at Panama with
steamers for SOUTH PACIFIC PORTS; 1st and 11th
for CENTRAL AMERICAN PORTS. Those of 1st
touch at MANZANILLO.

Baggage checked through. One hundred Pounds al-
lowed each adult.
An experienced Surgeon on board. Medicines and at-
tendance free.

For Passage Tickets or further information apply at
the Company's ticket office, on the wharf foot of Canal
Street, North River, New York.

Sm9

F. W. G. BELLOWES, Agent.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CAN-
VASS, used by many roads as a substitute for Car
Duck.
WILLIAMS & PAGE, Boston.
July 19th, 1885.

SMITH & SAYRE,

PROPRIETORS AND MANUFACTURERS OF THE

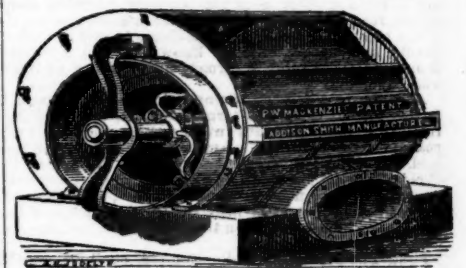
MACKENZIE PATENT

BLOWER & CUPOLA,

PATENT

GAS EXHAUSTOR

AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable
and requires only one-third the power necessary to drive
a Fan Blower. For all purposes where a pressure of Blast is
required they are quite equal to cylinders, and can be driven with
one-third the power, while their cost is trifling in comparison.
We manufacture these Blowers and Cupolas to melt from 1
to 15 tons Iron per hour. They will save one-quarter to one-
half the time required by the old style Cupola, and from 25 to
33 per cent. of coal. Address

SMITH & SAYRE,
484 Broadway, N. Y.

**SHORTEST LINE TO THE
OIL REGIONS,**

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1885, trains
will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY
ANY OTHER LINE.

Connects at Williamsport with Williamsport and
Elmira Railroad, for Elmira, Niagara Falls, &c. At
Corry, with Atlantic and Great Western Railroad, and Oil
Creek Railroad for Titusville, Shafter, Franklin, Oil
City, &c. And at Erie, with Lake Shore Line, for the
West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.;
arriving in New York at 12.05 P. M. (noon).

H. P. BALDWIN, General Ticket-Agent.
New York, September 16, 1885.